Note: F	Railroads	Pin on which	ISIY 44	Tonne ves opera	er Loco ated are sl	omotiv	e Assi olor. Act	gnmen ual letterir	I t Flow Ig is indic	r chart cated by ir	nitials and	l numbers	
				(P	repared	by Scot	tt J. Whi	itney)					
	Before Pinsly												
	Hoosac Tunnel & Wilmington – HT&W												
	Sanford & Eastern – S&E												
	Saratoga & Schuylerville – S&S												
	Suncook Valley – SV												
	Claremont & Concord – CLCO												
	Greenville & Northern – G&N												
	Montpelier & Barre – M&B												
	St. Johnsbury & Lamoille County – StJLC												
	After Pinsly												
Serial #>		-											T
Year	12915	12917	12943	13093	13094	15121	15123	15130	15757	29974	29986	29987	31114
1940	B&M	B&M	B&M										
1941	110	112	113	B&M	B&M								
1941	.10	112	113	115	116	SFNV	DRG	DRG	USA				
1942				113	110								
						40	39	43	7069				
1944													
1945									USAF				
1946						SN			7069				
1947						141			USA				
1948									7069	B&M	DL&W	DL&W	
1949									FMC	119	51	52	
1949									No#				
1949							S&E	HT&W					
1949							14-1	15-1					
1950													
1950													l l
1950													
1950													l l
1951													
1951													
1951													SV
1951													3
1952													
1952													
1952													
1952													
1952							HT&W	S&S					
1953							15-2	15					S&E
1953							13-2	15					5&E 18
1953													10
1954													
1954							1170						
1954							HT&W	S&S					
1954							16	15					
1955			CLCO										
1955			13										
1955													
1955													
1956													
1956						To GE							
1956													G&N
1956						ST							78
					1								
1957						1							

1957							15				
1957					S&E		 CLCO				
1958				IRE	14-2		15	 			0.05
1958	-			115							S&E
1958	-										18
1958											
1959								 			
1959				CLCO				 			
1959				30-1				 			
1959		CLCO						 			
1960		18						 			
1960	-			M&B							
1960		UTOW		30							
1960		HT&W									
1961	-	18									
1961	-										CLCO
1961			DI	DI	DI		DI				17
1961			RI	RI	RI		RI				
1962	-	CLCO	4403	4401	4404	-	4402				
1962		18									
1962 1962											
1963 1963											
1963											
1963											
1963											
1964											
1964											
1964											
1964											
1965											
1965									HT&W	CLCO	
1965									32	31	
1966									52	51	
1966											
1966											
1966											
1967											
1967											
1967											
1967											
1968											
1968				[[
1968											
1968											
1969											
1969											
1969											
1969											
1970											
1970											
1970			L	L	L		<u> </u>				
1970											
1971	CLCO										
1971	110										
1971			L	L	L		<u> </u>				
1971											
1972									M&B		
			l	l							

1972 HT&W 32 1972 16 17 1973 CLCO 1973 16 1973 16 1973 16 1973 16 1973 16 1973	Image: Section of the section of t
1972 CLCO CLCO 1973 16 CLCO 1974 17 CLCO 1974 18 1975 1975 18 1975 1975 1975 1975 1976 1976 22 1976 197 197 1977 197 197 1977 197 197 1977 197 197 1977 197 197 1978 197 197 1978 197 197 1978 197 197 1979 197 197 1979 197 197 1979	Image: Control of the sector of the secto
1973 CLCO CLCO 1973 16 CLCO 1973 16 CLCO 1973 CLCO CLCO 1973 CLCO CLCO 1973 CLCO CLCO 1974 CLCO CLCO 1974 CLCO CLCO 1974 CLCO CLCO 1974 CLCO M&B 1975 CLCO M&B 1975 CLCO M&B 1975 CLCO M&B 1976 CLCO M&B 1976 CLCO 32 1976 CLCO 32 1976 CLCO 32 1977 CLCO 32 1977 CLCO 32 1977 CLCO S2 1978 CLCO S2	Image: Constraint of the sector of the se
1973 16 17 1973 18 18 18 1973 18 18 18 1973 18 18 18 1974 18 18 18 1974 18 18 18 1974 1974 1974 1975 1974 1975 1975 1975 1975 1975 1975 1975 1975 1975 1975 1975 1976 1976 1972 1975 1976 1976 1975 1975 1976 1976 1976 1977 1977 1977 1977 1975 1977 1977 1976 1976 1977 1977 1976 1976 1977 1977 1976 1976 1977 1976 1976 1976 1977 1976 1976 1976 1977 1976 1976 1976 1977 1976 1976 1976	Image: Control of the sector of the secto
1973	Image:
1973	Image:
1974 RECo RECo 1975 RECo RECo 1976 RECo RECo 1976 RECo RECo 1976 RECo RECo 1976 RECo RECo 1977 RECo RECo 1977 RECo RECo 1977 RECo RECo 1978 RECo RECo 1979 RECo	DPLtd DPLtd 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
1974 RECo Main 1974 Main Main 1975 Main Main 1976 Main Main 1976 Main Main 1976 Main Main 1977 Main Main 1978 Main Main 1978 Main Main 1978 Main Main 1979 Main Main 1979 Main	DPLtd DPLtd D
1974 M&B 1974 M&B 1975 32 1975 32 1975 32 1975 32 1976 32 1976 32 1976 32 1976 32 1976 32 1976 32 1976 1977 1977 1977 1977 1977	DPLtd
1974 M&B 1975 32 1975 32 1975 32 1975 32 1975 32 32 1975 32 1976 32 32 1976 32 1976 32 1976 32 1976 1977 1977 1977 1977 1977	
1975 32 1975 32 1975 32 1975 32 1975 32 1976 32 1976 32 1976 32 1976 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 33 1977 34 1977 35 1978 35 1978 35 1979 36 1979 36 1979 36 1979 37 1979 36 1980 37 1980 38	
1975 M&B 1975 32 1975 32 1976 32 32 1976 32 32 1976 32 32 1976 32 32 1976 32 32 1976 32 32 1977 32 32 1977 4	
1975 32 1975 8 1976 32 1976 32 1976 32 1976 32 1976 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1978 32 1978 32 1978 32 1979 32 1979 32 1979 32 1980 32 1980 32 1980 32	
1975 M&B 1976 32 32 1976 0 0 0 1976 32 32 1976 32 32 1976 32 32 1976 32 32 1976 32 32 1976 32 32 1977 32 32 1977 32 32 1977 32 32 1977 32 32 1977 33 1978	
1976 32 1976 CLCO 1976 32 1976 32 1976 32 1976 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 33 1977 33 1978 33 1978 33 1979 33 1979 33 1979 34 1979 35 1980 34 1980 35	
1976 CLCO 1976 32 1976 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1978 32 1978 32 1978 32 1979 32 1979 32 1979 32 1979 32 1979 33 1979 34 1979 35 1979 35 1979 35 1980 36 1980 36	
1976 32 1976 32 1976 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1977 32 1978 32 1978 32 1978 32 1978 32 1978 32 1979 32 1979 32 1979 32 1979 32 1979 32 1979 32 1979 33 1980 34 1980 34	
1976	
1977	
1977	
1977	
1977	
1977	
1978	
1978	
1978	
1978	
1979 1979 1979 1979 1979 1979 1979 1979 1980 1980 1980 1980 1980 1980 1980	
1979	
1979	
1979	
1980 1980 1980 1980 1980 1980	
1980 Image: Constraint of the second se	
1980	
1981	
1981	
1981	
1981	
1982	
1982	
1982 1982 1982 1982	
1983	
1983	
1983	
1983	
1984 1 1 119	
1984	
1985	
1985	
1985	
1985	
1986	
1986	
1986	
1986	

1987						CLCO			
1987						30-2			
1987									
1987									
1988									CSF
1988									D-1
1988									
1988				CCRR		CCRR	CCRR		
1989				1		30	119		
1989									
1989									
1989									
1990									
1991									
1992									
1993									
1994									
1995									
1996									
1997									
1998									
1999									
2000									
2001									
2002									
2003									
		 1	1					1	

Notes:

12915 - Never operated by Pinsly. Bought from Boston & Maine 1Q 1971 for parts only.

- 12917 Bought from B&M 4Q 1959. Originally painted solid red with yellow scare stripes on ends. Painted standard modern Pinsly red with black stripes by 1967. Destroyed by enginehouse fire 1Q 1987.
- 12943 Sold to Pinsly by B&M RR with purchase of Claremont Branch 1Q 1955. Painted red with GE style yellow striping. Sold to Raymond International 3Q 1961 for Liberia.
- 13093 Bought by Pinsly 2Q 1959 and assigned to CLCO as #30. No known photos of it painted in either CLCO #30 1st or after transfer to M&B as #30. Unknown paint scheme. Sold to Raymond International 3Q 1961 for Liberia.
- **13094** Bought from B&M 4Q 1957 and assigned to S&E as #14 2nd. Painted red with black Pinsly striping and yellow end stripes. Sold to Raymond International 3Q 1961 for Liberia.
- 15121 Never operated by Pinsly. Bought from Springfield Terminal 2Q 1984 for parts only.
- 15123 Bought from D&RGW 3Q 1949 and assigned to S&E as #14 1st. Reassigned to HT&W as #15 2nd 1Q 1953. Number changed to 16 when S&S 15 (HT&W 15 1st) transferred back to HT&W. Transferred to CLCO in 2Q 1972 when HT&W shut down. Re-lettered CLCO #16 1Q 1973. Painted solid red with yellow scare stripes and number very similar to D&RGW scheme. Received Pinsly modern black stripes when changed To CLCO but scare stripes remained.
- 15130 Bought from D&RGW 3Q 1949 and assigned to HT&W as #15 1st. Painted dark burgundy with pale yellow end striping and number similar to D&RGW scheme. Transferred to S&S as #15 1Q 1953 and repainted solid red with yellow striping similar to GE scheme. Transferred back to HT&W 3Q 1954 and then back again to S&S 2Q 1957 for line scrapping. Sent to CLCO as #15 4Q 1957. Sold to Raymond International 3Q 1961 for Liberia.
- **15757** Bought as CLCO #30 2nd 1Q 1987 after enginehouse fire destroyed #'s 18, 31 and 32. Sold with railroad to LaValley as CCRR #30. Painted standard modern Pinsly scheme of red body with black side stripes.
- 29974 Never operated by Pinsly. Bought from Boston & Maine 2Q 1984 for parts only. Survived enginehouse fire and was in the process of being rebuilt for service when railroad sold to LaValley.
- **29986** Bought from DL&W as HT&W #32 3Q 1965. Transferred to M&B as #32 1Q 1972. Sent to CLCO winter 1974-75 and then back to M&B. Transferred permanently to CLCO 4Q 1975 as #32. Originally a solid red body with just lettering. On CLCO painted standard modern Pinsly. Destroyed by enginehouse fire 1Q 1987.
- 29987 Bought from DL&W as CLCO #31. Painted standard modern Pinsly. Destroyed by enginehouse fire 1Q 1987.
- **31114** Bought new for the Suncook Valley as #3. Solid red-orange paint scheme with a single yellow stripe with a "handlebar" end stripe. Transferred to S&E as #18 1Q 1953, then to G&N as #78 3Q 1956 (scheme?). Returned to S&E 2Q 1958 until 2Q 1961 when S&E shut

down. Then to CLCO as #17 until 2Q 1974 when sold. When arrived on C&C, striping had been changed to black 3-stripe with different shape of handlebar end. Later painted standard modern Pinsly.