

# Monon Diesel-Electric Roster

## (By builder and model)

### Roster Heading Codes.

**R/n = Road Number**  
**B/d = Builder Date**  
**C/n = Construction Number**  
**S/n = Subsequent Monon Road Numbers**  
**A/B = A (Cab Unit) B (Cabless Booster)**

### American Locomotive Company (Alco-GE, Alco Products)



**RS 2/ 1500 HP B-B Road Switcher**

R/N Note	B/D	C/N	S/N	Disposition
21 1,3,8	01-1947	74993	51	To L&N 260 at merger. Retired 1972 To GE
22 1,3,8	03-1946	75142	52	Rebuilt to L&N slug 2063 in 1972
23 3,6,8	04-1947	75144	53	L&N trade in to GE 1972
24 1,2,3,8	08-1947	75261	54	Rebuilt to L&N slug 2064 in 1972
25 1,2,3,8	10-1947	75394	55	L&N trade in to GE 1972
26 3,8	10-1947	75395	56	L&N trade in to GE 1972
27 3,8	10-1947	75396	57	L&N trade in to GE 1972
28 1,3,4,8	01-1947	75143	58	L&N trade in to GE 1972
29 1,3,5,7,8	01-1947	74992	59	Rebuilt to L&N slug 2065 in 1972

**RS-2 Notes**

1. 21,22,24,25,28 and 29 built with steam generators
2. 24,25 built with Timken roller bearing journals
3. All RS-2's rebuilt to 1600 HP at Lafayette during 1965/65.. Renumbered to 50 series. All were equipped with Timken roller bearing truck journals at that time.
4. RS-2 28 built as Alco Demonstrator 1501 in 01/1947. Demonstrated on Canadian National, Ontario Northland in April and May 1947. Delivered to Monon as 28 in 08/1947.

5. RS-2 29 built as Alco Demonstrator 1500 in 01/1947. Demonstrated on Canadian National, Ontario Northland in April and May 1947. Delivered to Monon as 29 in 08/1947.
6. RS-2 23 was equipped with a steam generator and roller bearing trucks for passenger service by the railroad.
7. Steam Generator removed from RS-2 29 in 8/54.
8. Monon RS-2's 51-59 were assigned L&N numbers 260-268. Only 51 actually received the assigned L&N road number 260.



### Alco C-628/ 2750 HP C-C Heavy Road Switcher

R/n	D/d	C/n	S/n	Disposition
400	03-1964	84903	--	To Alco 1967 for C-420's Resold to Lehigh Valley 633. To Conrail 6729.
401	02-1964	84904	--	To Alco 1967 for c_420's. Resold to Lehigh Valley 634. To Conrail 6730.
402	02-1964	84905	--	To Alco 1967 for c_420's. Resold to Lehigh Valley 635. To Conrail 6731.
403	03-1964	81906	—	To Alco 1967 for c_420's. Resold to Lehigh Valley 636. To Conrail 6732.
404	03-1964	84907	--	To Alco 1967 for c_420's. Resold to Lehigh Valley 637. To Conrail 6733.
405	03-1964	84908	--	To Alco 1967 for c_420's. Resold to Lehigh Valley 638. To Conrail 6734.
406	03-1964	84909	--	To Alco 1967 for c_420's. Resold to Lehigh Valley 639. To Conrail 6735.
407	03-1964	84910	--	To Alco 1967 for c_420's. Resold to Lehigh Valley 640. To Conrail 6736.
408	03-1964	84911	--	To Alco 1967 for c_420's. Resold to Lehigh Valley 641. To Conrail 6737.

#### Alco C628 General Notes

- 1 The Monon C628's were the second group of that model to be built being preceded by ACL 2000-2003.
2. The Monon C628's weighed 399,950 lbs. Only the N&W had C628's that were heavier.
3. All of the C628's were returned to Alco in 8/67. Alco resold the ex Monon units to the Lehigh Valley in 11-12/67.

4. Conrail LV Retirements: LV 633, 634, 636, 637, & 638 retired 3/78 to EMD 6/78 scrapped at Piolet Brothers. 635 retired 10/78, 639 retired 2/79, 641 retired 2/79. All to PNC for scrap 7-8/79. 640 retired 3/81 sold for scrap 10/81 to Midwest Steel.



**C-420/ 2000 HP B-B Road switcher**

R/n	D/d	C/n	S/n	Disposition
501	08-1966	3448-05	--	To L&N 1318. Retired 1/82 Sold to Chrome Crankshaft 9/82. Engine removed and sold.
502	08-1966	3448-06	--	To L&N 1319. Retired 7/82 Sold to Chrome Crankshaft 9/82. Engine removed and sold.
503	08-1966	3448-01	--	To L&N 1320. Retired 4/82 Sold to Chrome Crankshaft 9/82. Engine removed and sold.
504	08-1966	3448-02	--	To L&N 1321. Retired 7/82 Sold to Chrome Crankshaft 9/82. Engine removed and sold.
505	08-1966	3448-03	--	To L&N 1322. Retired 10/81 Sold to Chrome Crankshaft 9/82.
506	08-1966	3448-04	--	To L&N 1323. Retired 4/82 Sold to Chrome Crankshaft 9/82.
507	08-1967	3490-01	--	To L&N 1324. Retired 4/82. Sold to Chrome Crankshaft 9/82. Resold to Arkansas & Missouri 4/87. Renumbered A&M 68.
508	08-1967	3490-02	--	To L&N 1325. Retired 4/82. Sold to Chrome Crankshaft 9/82
509	08-1967	3490-03	--	To L&N 1326. Retired 4/82. Sold to Chrome Crankshaft 9/82
510	08-1967	3490-04	--	To L&N 1327. Retired 5/82. Sold to Chrome Crankshaft 9/82.
511	08-1967	3490-05	--	To L&N 1328. Retired 4/82. Sold to Chrome Crankshaft 9/82. Engine removed and sold.
512	08-1967	3490-06	--	To L&N 1329. Retired 7/82. Sold to Chrome Crankshaft 9/82.
513	08-1967	3490-07	--	To L&N 1330. Retired 7/82. Sold to Chrome

				<b>Crankshaft. Leased to Iowa Railroad 10-12/82. Resold to Naples Terminal 10/84, still numbered 1330.</b>
<b>514</b>	<b>08-1967</b>	<b>3490-08</b>	<b>--</b>	<b>To L&amp;N 1331. Retired 7/82. Sold to Chrome Crankshaft. Resold to Arkansas &amp; Missouri 4/87. Operated as A&amp;M 1331, scrapped at Springdale Ark. 1987.</b>
<b>515</b>	<b>08-1967</b>	<b>3490-09</b>	<b>--</b>	<b>To L&amp;N 1332. Retired 7/82. Sold to Chrome Crankshaft. Leased to Iowa Railroad 10-12/82. Resold as Indiana Hi-Rail 332 9/85. Leased to Delaware-Lackawana Railroad..</b>
<b>516</b>	<b>08-1967</b>	<b>3490-10</b>	<b>--</b>	<b>To L&amp;N 1333. Retired 11/79. Rebuilt by GE-Hornell as Apache Railway 83 6/80.</b>
<b>517</b>	<b>08-1967</b>	<b>3490-11</b>	<b>--</b>	<b>To L&amp;N 1334. Retired 4/82. Sold to Chrome Crankshaft. Resold as Indiana Hi-Rail 334 9/85. Leased to Delaware-Lackawana Railroad.</b>
<b>518</b>	<b>08-1967</b>	<b>3490-12</b>	<b>--</b>	<b>To L&amp;N 1335. Retired 7/82. Sold to Chrome Crankshaft. Leased to Iowa Railroad 10-12/82, scrapped.</b>

**C-420 Notes**

- 1. C-420's 501-502 built with high nose and steam generator**
- 2. L&N 1330, ex Monon 513, was wrecked on the L&N and rebuilt by the ICG at Paducah in mid 1974.**

## Electro-Motive Division, General Motors



**SW-1 / 600 HP B-B Switcher**

R/n	D/d	C/n	S/n	Disposition
DS-50	02-1942	1597	1 (2)	Sold 1948 to United Electric Coal Co. Restored as DS-50 Indiana Transportation Museum. In private hand
5	08-1949	8423	--	To Bulk Terminal 5 in 1964.
6	08-1949	8424	--	To Union Tank Car Leasing 200 in 1963. In 1985 it was assigned to the UTLX repair shop in Cleveland, Texas.

**SW-1 Notes**

1. DS-50 was Monon's first diesel. Renumbered #1 (as second unit to carry that number in 1947.)
2. SW-1's 5 & 6 were the only Monon switchers built with MU capability.



**NW-2 / 1000 HP B-B Switcher**

R/n	D/d	C/n	S/n	Disposition
DS-1	04-1942	1598	11	Sold 1970. Purchased by the EJ&E as their number 447 from Industrial Maintenance Service as a rebuilt

				locomotive on 5/30/72.
DS-2	04-1942	1599	12	To L&N 2202. Retired 1983
DS-3	04-1942	1600	13	To L&N 2203. Retired 1982
14	01-1947	4445	--	Sold 1970. Purchased by the EJ&E as their number 446 from Industrial Maintenance Service as a rebuilt locomotive on 3/26/71.
15	01-1947	4446	--	To L&N 2204. Retired 1977. Trade in to GE. To SP slug 1013.
16	01-1947	4447	--	To L&N 2205. Retired 1983
17	01-1947	4448	--	To L&N 2206. Retired 1977. Trade in to GE. To SP slug1011

NW-2 Notes

1. DS-1 through DS-3 renumbered 11-13 in 1947.



**F-3 1500 HP B-B Streamlined Cab Unit  
Original Freight Units**

R/n	A/b	D/d	C/n	S/n	Disposition
51A	F3A	12/1946	3663	See Note 1	As 101, Retired 1966
51B	F3A	12/1946	2554	See Note 2	As 110, Scrapped
52A	F3A	12/1946	3665	See Note 3	As 111, Scrapped
52B	F3A	12/1946	3666	See Note 4	As 112, Scrapped
61A	F4A	12/1946	3669	103	Trade in to Alco 1966
61B	F3A	12/1946	3670	104	Scrapped
61C	F3B	12/1946	3677	301	Scrapped
62A	F3A	12/1946	3671	105	Scrapped
62B	F3A	01/1947	3672	--	Wrecked at Ash Grove. 06/03/1947. Scrapped after wreck
62C	F3B	12/1946	3678	302	Scrapped
63A	F3A	01/1947	3673	107	Scrapped
63B	F3A	01/1947	3674	108	Scrapped

<b>63C</b>	<b>F3B</b>	<b>01/1947</b>	<b>4067</b>	<b>303</b>	<b>Scrapped</b>
<b>64A</b>	<b>F3A</b>	<b>01/1947</b>	<b>3675</b>	<b>--</b>	<b>Wrecked at Ash Grove. 06/03/1947. Scrapped after wreck</b>
<b>64B</b>	<b>F3A</b>	<b>01/1947</b>	<b>3676</b>	<b>--</b>	<b>Scrapped</b>
<b>64C</b>	<b>F3B</b>	<b>01/1947</b>	<b>4068</b>	<b>--</b>	<b>Wrecked at Ash Grove. 06/03/1947. Scrapped after wreck</b>

### Original Passenger Units

<b>R/n</b>	<b>A/b</b>	<b>D/d</b>	<b>C/n</b>	<b>S/n</b>	<b>Disposition</b>
<b>81A</b>	<b>F3A</b>	<b>05/1947</b>	<b>4453</b>	<b>201</b>	<b>Scrapped</b>
<b>81B</b>	<b>F3A</b>	<b>05/1947</b>	<b>4454</b>	<b>202</b>	<b>Scrapped</b>
<b>82A</b>	<b>F3A</b>	<b>05/1947</b>	<b>4455</b>	<b>203</b>	<b>To L&amp;N at merger. Traded to EMD 1972</b>
<b>82B</b>	<b>F3A</b>	<b>05/1947</b>	<b>4456</b>	<b>204</b>	<b>To L&amp;N at merger. Traded to EMD 1972</b>
<b>83A</b>	<b>F3A</b>	<b>05/1047</b>	<b>4457</b>	<b>205</b>	<b>Scrapped</b>
<b>83B</b>	<b>F3A</b>	<b>05/1947</b>	<b>4458</b>	<b>206</b>	<b>Scrapped</b>
<b>84A</b>	<b>F3A</b>	<b>05/1947</b>	<b>4459</b>	<b>207</b>	<b>To EMD 5/70 for PRSL credit</b>
<b>84B</b>	<b>F3A</b>	<b>05/1947</b>	<b>4460</b>	<b>208</b>	<b>Traded to Alco 1966 for C-420's. See Note 11.</b>

### EMD Demonstrators

<b>R/n</b>	<b>A/b</b>	<b>D/d</b>	<b>C/n</b>	<b>S/n</b>	<b>Disposition</b>
<b>85A</b>	<b>F3A</b>	<b>09/1946</b>	<b>4065</b>	<b>209</b>	<b>Scrapped. See Notes 13 &amp; 14</b>
<b>85B</b>	<b>F#A</b>	<b>09/1946</b>	<b>4066</b>	<b>210</b>	<b>To Alco 1966 then to L&amp;N, via Precision. See Notes 12 &amp; 14</b>
<b>65C</b>	<b>F3B</b>	<b>07/1945</b>	<b>2373</b>	<b>305</b>	<b>Traded to Alco. Scrapped. See Note 14</b>

### Replacement Units

<b>R/n</b>	<b>A/b</b>	<b>D/d</b>	<b>C/n</b>	<b>S/n</b>	<b>Disposition</b>
<b>62B</b> (3)	<b>F3A</b>	<b>03/1948</b>	<b>7416</b>	<b>106</b>	<b>Scrapped</b>
<b>64A</b> (3)	<b>F3A</b>	<b>03/1948</b>	<b>7417</b>	<b>109</b>	<b>Trade in to Alco 1966</b>
<b>64C</b> (2)	<b>F3B</b>	<b>09/1947</b>	<b>5194</b>	<b>305</b>	<b>Scrapped</b>

#### F-3 Notes

1. F3 51-A was renumbered 64-A (2<sup>nd</sup>) from mid 1947 to 03/1948 the renumbered back to 51-A
2. F3-A 51B was renumbered 64B (2<sup>nd</sup>) in mid 1947.
3. F3-A 52A was renumbered 65A in late 1947.
4. F3-A 52B was renumbered 65B in late 1947.
5. F3 64B was renumbered 62B (2<sup>nd</sup>) in mid-1947, renumbered 51B (2<sup>nd</sup>) in 03/1948.
6. During 1963, all F-3's were renumbered. Freight F3-A's into the 100 series. Passenger F3-A's into the 200 series. F3-B's into the 300 series. Individual renumbering list above.

7. F3-A 62B delivered new in 03/1948 was the third unit to carry that number.
8. F3-A 64a delivered new in 03/1948 was the third unit to carry that number.
9. F3-B 64C delivered new in 09/1947 was the second unit to carry that number.
10. F3-A 81A-B through 85A-B were built with steam generators.
11. The car body of Monon 208 was acquired by the L&N to rebuild fire damaged F-7 805 which was released by South Louisville Shops in 4/66 as L&N F-7 805.
12. The car body of Monon F-3A 210 was used by the L&N to rebuild wreck damaged L&N F-9 554. The rebuild classified as a F-9 was released from South Louisville Shops in 4/66.
13. At the time of the merger, Monon F-3 209 remained in Lafayette having been reduced to little more than a body shell on trucks. The unit was offered to the city of Lafayette for display purposes but ended up being scrapped in Lafayette.
14. Monon F-3A's 85A and 85 B were built in 9/46 as EMD F-3 demonstrators 754A1 & 754A2. Monon F3B 65C was built as EMD demonstrator 291B2 in 7/45 as part of a four unit F-3 set numbered 291A1, 291B1, 291B2, 291A2. In December 1945 291A2 and 291B2 were wrecked in Randolph Minnesota. Demonstrator 291A2 was not rebuilt however the B-unit 291B2 was rebuilt and renumbered EMD 754B1. The Monon acquired the three unit 754 set in 8/47.



**BL-2/ 1500 HP B-B, semi-streamlined road switcher**

R/n	D/d	C/n	S/n	Disposition
30	04/1948	4449	--	To EMD in 5/70 for PRSL credit
31	04/1948	4450	--	Sold for trade in to L&N in 1967
32	04/1948	4451	--	Donated by L&N to Kentucky Railway Museum and restored to operation.
33	04/1948	4452	--	Traded to Alco for C-420's 1966
34	04/1948	5243	--	Traded to Alco for C-420's 1966
35	04/1948	5244	--	To EMD in 5/70 for PRSL credit
36 (2)	04/1949	8420	--	Sold 1970
37 (2)	05/1949	8421	--	To EMD in 5/70 for PRSL credit
38	04/1949	8422	--	Traded to Alco for C-420's 1966

**BL-2 Notes**

1. Monon 30 was first BL2 delivered by EMD. Monon 38 was the last BL2 built.
2. BL-2 36 was the second unit to carry the number following F-M H 15-44
3. BL-2 37 was the second unit to carry the number following F-M H 15-44.

## Fairbanks-Morse



**H-10-44/ 1000 HP B-B switcher**

R/n	D/d	C/n	S/n	Disposition
18	11/1946	L1020	--	To W.R. Grace No.102 1963. Scrapped 1968

**H-10-44 Notes**

1. Re-engined with EMD 567 12-cylinder 1000 HP power plant at Lafayette Shops in 3/61.



**H-15-44/ 1500 HP B-B road switcher**

R/n	D/d	C/n	S/n	Disposition
36	09/1947	L1198	45	Cannibalized 1968. Scrapped 1970 in Lafayette
37	12/1947	L1199	46	Sold to IMS 5/70, scrapped

**H-15-44 Notes**

1. Monon 36-37 renumbered 45-46 in 1949 were first H-15-44 built by F-M.
2. Monon 45-46 re-engined with EMD 567 16 cylinder 1500 HP power plants at Lafayette Shops in 6/7/ 1960.
3. Monon H-15-44 36, the first H-15-44 built, was completed at Beloit prior August ,1947 attired as FM 1500 and displayed by FM at the Association of American Railroads convention in Atlantic City, New Jersey during August, 1947. Following the show, the locomotive was returned to Beloit and prepared for delivery to the Monon in 9/47

## General Electric



**U23B/ 2250 HP B-B Road Switcher**

R/n	D/d	C/n	S/n	Disposition
601	03/1970	37293	--	To L&N 2700, SBD 2700, SBD3230, CSX 3230. Retired 04/1990.
602	04/1970	37294	--	To L&N 2701, SBD 2701, SBD3231, CSX 3231. Retired 03/1993.
603	04/1970	37295	--	To L&N 2702, SBD 2702, SBD3232, CSX 3232. Retired 02/1992.
604	04/1970	37296	--	To L&N 2703, SBD 2703, SBD3233, CSX 3233. Retired 11/1991.
605	04/1970	37297	--	To L&N 2704, SBD 2704, SBD3234, CSX 3234. Retired 11/1991.
606	04/1970	37298	--	To L&N 2705, SBD 2705, SBD3235, CSX 3235. Retired 04/1991.
607	04/1970	37299	--	To L&N 2706, SBD 2706, SBD3236, CSX 3236. Retired 05/1995.
608	05/1970	37300	--	To L&N 2707, SBD 2707, SBD3237, CSX 3237. Retired 05/1991.

**U23B Notes**

1. Monon 604 L&N 2703 was first Monon diesel painted L&N after merger.