

Locomotives of the Eureka & Palisades Railroad and Railway, Eureka-Nevada Railroad, and Eureka & Ruby Hill Railroad

Version 12.7.2014

Purchased by the **Eureka & Palisades Railroad** (1873-1901)

No 1 *Eureka* (*Onward*, 1875) 0-4-4t Mason, 461, 10x15, 33" drivers, 29,900lbs

Built for stock, sold to the American Fork RR, Utah, where it was No 1, *Onward*. Sold to E&P 12/1873, as No 1, *Eureka*, renamed *Onward* in 1875 with arrival of No 4, sold to Nevada Central 10/1879, later to Utah Northern.

No 2 *W.L. Prichard* (later *Tybo*) 2-6-0 Baldwin, 3638, 8/1874, 8-18d-10

Entered service, October 1874, Renamed *Tybo* likely after Pritchard left the railroad in June 1875.

Sold to Bodie & Benton, 6/1881 as No 3, *Tybo*, later to Inyo Development

No 3 *Hereafter* (believed to later be *Belmont*) 2-6-0 Baldwin, 3701, 3/1875, 8-18d-13

Name uncertain, newspaper reports suggest it was named *Belmont*. Scrapped, 1917/1918

No 4 *Eureka* 4-4-0 Baldwin, 3763, 7/1875, 8-18c-18

Sold in 1896 to Hobart Estate (No 5) to Warner Brothers, to Dan Markoff, preserved and operable.

No 5 *Palisade* 4-4-0 Baldwin, 3826, 1/1876, 8-18c-20

One of two locomotives on work train abandoned in place near Alpha, March 1910

Retained and used by EN, renumbered 3 (2nd) when Sumpter Valley No 5 arrived. Final disposition unknown.

No 6 *Reveille* 2-6-0 Baldwin, 4375, 7/1878, 8-20d-20

One of two locomotives on work train abandoned in place near Alpha, March 1910

Retained by EN but not used, Final disposition unknown.

No 7 *P. Evarts* 4-4-0 Baldwin, 6662, 2/1883, 8-22c-55

Retained by EN but not used, Final disposition unknown.

Purchased by the **Eureka & Palisades Railway** (1901-1910)

No 8 2-8-0, Baldwin, 28806, 1906, 16x22, 38" drivers, 94,880 lbs

Purchased new. To Sumpter Valley (2nd No 14) 1912, Outside frame.

No 9 4-4-0 Baldwin, 5285, 1880, 8-22c-11

Purchased used 1907. Built for the Carson & Colorado as No 1, *Candelaria*, to E&P Ry, April 20, 1907, reportedly disassembled for rebuilding at time of 1910 shut down, sold to Sumpter Valley (2nd No 10) in 1912, to Oregon Lumber Co. (No 103)

No 10 2-8-0, Baldwin, 11075, 1890 16x20, 38" drivers

Purchased used in 1910. Built for Alberta Coal and Ry Co, No 7, Derailed near Garden Pass in Feb 1910, left in place for 2 years, Sold to Sumpter Valley, No 15, 1912

Notes on locomotives purchased by **Eureka-Nevada Railroad** (1912-1938)

It is not clear if the E-N continued to use the number system from the E&P, but I have chosen to treat the rosters as a single numbering system, and have identified 2nd and 3rd engines from E&P through E-N. As a result my numbering does not always match Myrick's. Additionally there are two significant transactions which confuse the roster.

In 1912, the new E-N traded three locomotives to the Sumpter Valley for three locomotives. It appears that the three EPRy locomotives, while newer, were not in operating condition, while the SV locomotives, while older and smaller were serviceable.

Updated 4/10/2016

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- E-N received SV 5 (to E-N 9(2nd)), 14 (never renumbered on E-N), & 15 (never renumbered on E-N), these are shown below under their SV numbers. (although a Gerald Best photo shows No 15 lettered for ENRR, numbered 15.)
- Sumpter Valley received E&P locomotives 8, 9, & 10

In 1920, John Sexton personally purchased three used locomotives from the US Army, Ft Stevens Oregon. It is not clear why these were purchased. Two of them seem to have retained their Army numbers.

Finally, there Eureka Nevada roster is complicated by the railroad's corporate organization, with two corporations, the Eureka Nevada Railroad and the Nevada Transportation company, as well as John Sexton's private transactions, including his "Surprise Valley Railroad"

USA locomotives

- USA No 6 0-4-4. Baldwin, 21848, 8-11- 1/3c-19 3/1903, 9x14, 30" drivers, drawing 5
 Purchased used by John Sexton in 1920, carried on the books of the Nevada Transportation Company until 1921, then owned by EN. Built for US Army, (No 6) for Ft Stevens Oregon, most likely for Columbia River jetty construction. In dead line at Palisades, 1938, scrapped
- USA No 7 0-4-4. Baldwin, 21991, 8-11- 1/3c 5/1903, 9x14, 30" drivers, drawing 5
 Purchased used by John Sexton in 1920, carried on the books of the Nevada Transportation Company until 1921, then owned by EN. Built for US Army, (No 7) for Ft Stevens Oregon for Columbia River jetty construction. This locomotive fell through a trestle while in Army service in 1912 after breaking an axle, was fished out and rebuilt by the Army. Gone by 1927
- USA No 8 0-4-4. Baldwin, 22002, 8-11- 1/3c-21 10/1903, 9x14, 30" drivers, drawing 5
 Purchased 1920 by John Sexton, not owned by NT or EN, Built for US Army, (No 8) for Ft Stevens Oregon, Burned in 1927 engine house fire.

Eureka Nevada Locomotives

- No 3 (2nd) 4-4-0 Baldwin, 3826, 1/1876, 8-18c-20
 Former E&P No 5 *Palisade*, renumbered in 1912 when SV 5 arrives, written off the roster in 1913.
- SV No 5 2-6-0, Brooks, 530, 4, 1881, 14x18, 41" drivers, 23 tons
 Purchased in 1912 from Sumpter Valley (No 5), Operated on EN as No 5. Rebuilt in 1919 and renumbered E-N No 9 (2nd)
- No 7 (2nd) 2-6-2, Porter, 5724, 8/1915, 2-C-2-T 12x16, 36" drivers, 22 tons
 Purchased new, sold to Parker Lyon 1939, to Bill Harrah 1955, to Silverwood, Athol, ID 1986, preserved, in service at amusement park
- No 8 (2nd) 2-4-4t, Porter, 5637, 3/1915, 10x14, 36" drivers, 25 tons
 Built as 0-4-0 as demonstrator by Porter, rebuilt as 2-4-4t before purchase, Purchased new, April 1915, rebuilt as 2-6-0 March-May 1926, burned in 1927 engine house fire. May have been named *Eureka*
- No 9 (2nd) 2-6-0, Brooks, 530, 4, 1881, 14x18, 41" drivers, 23 tons
 Purchased in 1912 from Sumpter Valley (No 5), rebuilt in 1919 and renumbered No 9
 Ex OSL & Utah Northern 88, to Utah Northern 31 (3rd)

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- Burned in 1927 engine house fire, in dead line at end of operations
- No 10 (2nd) 2-6-4t, rebuilt as 2-6-0, Porter, 5893, July 1916, 12x16, 36" drivers, 27 tons
 Purchased new, built as a 2-6-4t, class 4-C-2-R rebuilt March-May 1926 into 2-6-0, using tender from No 7 by the Palisade shops. Burned in 1927 engine house fire
- No 10 (3rd) 2-8-0, Baldwin, 24271, 5/1904, 14x18, 36" drivers, 32 tons
 Purchased used, From Uintah (No 10) 1927, Built for Uintah.
- No 11 2-8-0, Porter, 6515, D-2-T, 6/1920, 14x18, 36" drivers
 Purchased new, in service until 1936, when flue time ran out and No 12 (2nd) was purchased rather than rebuilding this locomotive
- No 12 2-8-0, Vulcan, 3322, 3/1923, 13x16, 33" drivers
 Purchased new, Burned in 1927 engine house fire
- No 12 (2nd) 2-8-0, Baldwin, 14771, 10-26e-250 3/1896, 16x20, 37" drivers
 Purchased used. Built for Florence & Cripple Creek, No 10, *Independence*, to Cripple Creek & Colorado Springs RR (No 36) 4/1915, to Uintah Ry (No 12) 8/1917, New boiler, 1924, to E-N 1937, never re-lettered for E-N. This was the last engine used on the E-N, Acquired by Dobbie Doc, to Frontier Hotel Las Vegas, to NSRM, Bolder City.
- SV No 14 2-6-0, Baldwin, cn ukn, 1882, 14x18
 Purchased used from Sumpter Valley, 1912, from Oregon Short Line, to Sumpter Valley c.1903
 Greg Maxwell reports this engine was never received on the E-N
- SV No 15 4-4-0, Baldwin, 4982, 12x16, 44" drivers,
 Purchased used from Sumpter Valley, 1912, Built for Utah Western (No 3 *Jonathan*) to Utah & Nevada, 1881, to OSL and Utah Northern as No 285 (2nd) in 1888, to SV (no 285) in 1890, renumbered No 4, then No 15. re-lettered but not renumbered on E-N. A Gerald Best photo (MHF, Rails, Sagebrush and Pine, p 105) show the engine lettered "ENRy" numbered 15. Greg Maxwell reports that this locomotive became Surprise Valley No 2

Locomotives purchased for/by the **Eureka and Ruby Hill Railroad (1873-1893)**

- No 1 0-6-0t Baldwin, 3732, 1875 6-14d-2 10x16, 36" drivers
 Built and lettered for Eureka Consolidated Mining Company, as built was not numbered or named, but later reported to be named *Ruby Hill*. To West Side Flume and Lumber Co *Star* by 1901, Out of service by 1906, to M. A. Burns, Castle Crag, No 2, c.1913, to United Commercial, c. 1918 rebuilt and resold to Hawaiian Dredging Co. by 1919, Scrapped, 1946
- No 2 0-6-0t Baldwin, 4036, 1876 6-18d-1, 12x16, 37" drivers, 36,000 lbs
 Ordered by Eureka & Palisades, lettered for "Ruby Hill R. R." No 2. Sold in 1893 to Pacific Lumber and Wood, No 3 *Dewey*, Clinton California, to Truckee Lumber Co. Oroville California as Butte & Plumas Railway No 1, 1901, to Swayne Lumber Co, Oroville, as "A" to United Commercial 1941, scrapped. Myrick says this locomotive was built for Madison & Portage RR, but that is not supported by Baldwin specification sheets.

This roster was compiled by Randy Hees, last updated April 2016 for PacificNG.org. It is based on published rosters in Myrick, Railroads of Nevada and Eastern California, as well as various builder's lists, particularly Baldwin and Porter Locomotive Records as well as newspaper reports. Significant additional information was provided by Greg Maxwell. This is a work in progress, and will be revised as new information is found.

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