

| Nummer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | Dreh- schei- ben. | | Rampen. | Schlebeblöhen, Stationsgebäude. | Locomotivschuppen. | Werkstattgebäude. | Wasserstationen. | Coatschuppen. | Wagenschuppen. | Güterschuppen. | Nebengebäude. | Brückenwaagen. | Hebe- kranne | | Bemerkungen. |
|-----------------------------------|---|-----------------------|--|--------------------------------------|--|------------------------------|------------------------------|---------|------------------------------------|--------------------|-------------------|------------------|---------------|----------------|----------------|---------------|----------------|-----------------|-----------------|---|
| | | | | einfache, dreistellige. Stück. | eng- lische ganze, halbe, Stück. | grosse. kleine. Stück. | feststehende, locomobile. | | | | | | | | | | | | | |
| | | | | | | | Stück. | | | | | | | | | | | Stück. | | |
| Düren-Neuss. | | | | | | | | | | | | | | | | | | | | |
| S. Tabelle I. 1, 2, 3 u. 4, N. 5. | | | | | | | | | | | | | | | | | | | | |
| Düren s. N. 9. | | | | | | | | | | | | | | | | | | | | |
| 21 | 1. Morschenich (Blockstation.) | — | 0,490 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 Blockstation und 1 W. |
| 22 | 2. Elsdorf | 15,0 | 1,847 | 9 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 11 | — | — | 3 Wh., 1 m. M., 2 m. W., 4 St., 1 m. Abt. u. 1 Abt. |
| 23 | 3. Bedburg | 6,5 | 1,952 | 8 | — | — | 1 | 1 | — | 1 | — | — | — | — | — | 1 | 11 | — | — | 3 Wh., 2 m. W., 1 M., 4 St. m. Abt. u. 1 Abt. |
| 24 | 4. Harff | 4,7 | 1,898 | 10 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 9 | — | — | 2 Wh. m. 2 W., 1 M., 3 St. u. 1 Abt. |
| 25 | 5. Grevenbroich | 8,1 | 2,672 | 13 | 1 | 1 | — | — | 2 | 1 | — | — | — | — | — | 2 | 8 | 1 | 1 | 1 Wh., 2 W., 1 M., 3 St., 1 m. Abt. u. 1 Abt. |
| 26 | 6. Capellen-Wevelingh. Neuss s. N. 67. | 5,1 9,7 | 1,642 | 10 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 12 | — | — | 3 Wh., 2 m. W., 1 M. m. Sprh., 1 W., 4 St., 1 m. Abt. u. 1 Abt. |
| Düren-Euskirchen. | | | | | | | | | | | | | | | | | | | | |
| S. Tabelle I. 1, 2, 3 u. 4, N. 6. | | | | | | | | | | | | | | | | | | | | |
| Düren s. N. 9. | | | | | | | | | | | | | | | | | | | | |
| 27 | 1. Vettweiss | 13,0 | 1,295 | 7 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 5 | — | — | 2 W., 1 M., 1 St. u. 1 Abt. |
| 28 | 2. Zülpich Euskirchen s. N. 210. | 6,5 10,6 | 1,653 | 10 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 7 | — | — | 1 Wh., 2 W., 1 M., 2 St. u. 1 Abt. |
| Köln-Bingerbrück. | | | | | | | | | | | | | | | | | | | | |
| S. Tabelle I. 1, 2, 3 u. 4, N. 7. | | | | | | | | | | | | | | | | | | | | |
| Köln s. N. 1. | | | | | | | | | | | | | | | | | | | | |
| 29 | 1. Kalscheuren s. N. 205. | 10,4 | 1,015 | 7 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 5 | — | — | 1 Wh. m. 1 St., 2 W. u. 1 G. m. St., Abt. u. Arbeiter. |
| 30 | 2. Brühl | 5,2 | 1,760 | 9 | 1 | 1 | — | — | 1 | 1 | — | — | — | — | — | 1 | 7 | 1 | 1 | 1 Wh., 1 Eiskeller, 1 Wgh., 3 W. u. 1 Abt. |
| 31 | 3. Sechtm | 4,9 | 0,844 | 3 | — | — | 1 | 1 | 1 | — | — | — | — | — | — | 1 | 12 | — | an Schalter. | 3 Wh., 2 W., 2 M., 2 St. u. 3 Abt. |
| 32 | 4. Roisdorf | 6,3 | 1,063 | 5 | — | — | 1 | 1 | 1 | — | — | — | — | — | — | 1 | 6 | — | — | 1 Wh., 2 W., 1 St. u. 2 Abt. |
| 33 | 5. Bonn (Güterbahnhof) | 5,0 204. | 6,984 | 22 | 6 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | — | 1 | 12 | 1 | 1 | 1 | 3 Wh., 1 Wgh., 2 W., 1 M., 3 St. u. 2 Abt. |
| 34 | 6. Bonn (Personenbahnhof) | | | | | | | | | | | | | | | | | | | |
| 35 | 7. Godesberg | 6,9 | 1,099 | 7 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 5 | 1 | 1 | 1 Wgh., 1 W., 1 Eiskeller, 1 Wkch. m. Sprh. u. M. u. 1 Abt. |
| 36 | 8. Mehlem | 2,3 | 1,422 | 10 | — | — | 1 | 1 | — | — | — | — | — | — | — | 1 | 9 | 1 | — | 2 Wh., 1 Gewächshaus, 1 Wgh., 1 W., 1 M., 2 St. u. 1 Abt. |
| 37 | 9. Rolandseck | 4,7 | 1,551 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | — | — | — | — | — | 1 | 8 | — | — | 1 Wh., 2 W., 1 Eiskeller, 2 St. u. 2 Abt. |
| 38 | 10. Remagen | 6,3 | 2,386 | 13 | — | 2 | 1 | 1 | 1 | — | — | — | — | — | — | 1 | 6 | — | 1 | 2 W., 2 M., 1 Eiskeller u. 1 Abt. |
| 39 | 11. Sinzig | 4,0 | 2,584 | 9 | 1 | — | — | 1 | 1 | — | 1 | — | — | — | — | 1 | 6 | — | — | 2 W., 2 M., 1 St. u. 1 Abt. |
| 40 | 12. Niederbreisig | 5,3 | — | — | — | — | — | — | 1 | — | — | — | — | — | — | 1 | — | — | — | 1 Abt. |
| 41 | 13. Brohl | 3,2 | 1,555 | 10 | — | — | 1 | 1 | 1 | 1 | — | — | — | — | — | 1 | 5 | 1 | 1 | 1 Wgh., 1 W., 1 St. u. 1 Abt. |
| 42 | 14. Andernach s. N. 58. | 7,5 | 4,121 | 15 | 3 | 3 | — | 3 | 1 | — | — | — | — | — | — | 1 | 6 | 1 | 1 | 1 Wh., 1 M., 1 C.-W., 1 Wgh., 1 W. u. 1 Abt. |
| 43 | 15. Neuwied l. U. | 3,7 | 2,329 | 16 | — | 1 | — | 1 | 2 | 1 | — | — | — | — | — | 2 | 7 | 1 | 1 | 3 W., 1 Wgh., 2 M. u. 1 Abt. |
| 44 | 16. Urmitz | 4,7 | 2,391 | 11 | 1 | — | 1 | 2 | 1 | — | — | — | — | — | — | 1 | 8 | 1 | — | 1 Wh., 1 Wgh., 3 W., 1 M., 1 St. u. 1 Abt. |

| Nummer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | Dreh- schei- ben. | | Rampen. | Schiebe- bahnen. | Stations- gebäude. | Locomotiv- schuppen. | Werkstatt- gebäude. | Wasser- stationen. | Coaks- schuppen. | Wagens- schuppen. | Güters- schuppen. | Nebenge- bäude. | Brücken- waagen. | Hebe- krahne | Bemerkungen. | |
|--|---|-----------------------|--|--------------------------------------|---|------------------------------|-------------------|---------|---------------------|-----------------------|-------------------------|------------------------|-----------------------|---------------------|----------------------|----------------------|--------------------|---------------------|-----------------|--------------|--|
| | | | | einfache. dreistellige. Stück. | eng- lische ganze. halb- Stück. | grosse. kleine. Stück. | kleine. Stück. | | | | | | | | | | | | | | Anzahl. |
| 45 | 17. Coblenz (Güterbahnhof.) | 7,6 | 7,419 | 24 | 4 | 1 | 1 | 5 | 1 | — | 1 | 1 | 1 | 1 | — | 2 | 20 | 1 | 2 | 2 | 1 Wh., 1 B., 1 Wgh., 10 W., 3 M., 2 St. u. 2 Abt. |
| 46 | 18. Coblenz (Personenbahnhof.) | 1,0 | 1,538 | 19 | 1 | 1 | — | 1 | — | 1 | — | — | 1 | — | 1 | 1 | 9 | — | — | — | 1 Wh., 5 W. u. 3 Abt. |
| 46a | 18a. Coblenz (Staatsbahnhof.) | 0,9 | 0,230 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | S. Tabelle I. 4, Sp. 60. |
| 47 | 19. Königsbach | 3,1 | 0,670 | 2 | — | — | 1 | — | — | — | — | — | — | — | — | — | 2 | — | — | — | 1 W. u. 1 Abt. |
| 48 | 20. Capellen | 2,4 | 0,306 | 6 | — | — | — | 1 | 1 | — | — | — | — | — | — | 1 | 6 | — | — | — | 1 Wh., 1 W., 1 M., 1 Sprh., 1 St. u. 1 Abt. |
| 49 | 21. Rhens | 3,2 | 0,838 | 2 | 2 | — | — | 1 | 1 | — | — | — | — | — | — | 1 | 3 | — | — | — | 1 W., 1 St. u. 1 Abt. |
| 50 | 22. Boppard | 10,9 | 1,491 | 11 | 1 | — | 1 | 2 | — | 1 | — | 1 | — | — | — | 1 | 7 | — | — | 1 | 2 W., 3 M. u. 2 Abt. |
| 51 | 23. Weilerbach (Blockstation.) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 | — | — | — | 1 Assistenten-B. u. 1 W. |
| 52 | 24. St. Goar | 14,6 | 0,566 | 6 | — | — | 1 | 1 | — | 1 | — | — | 1 | — | — | 1 | 4 | — | — | — | 2 W., 1 M. u. 1 Abt. |
| 53 | 25. Oberwesel | 6,8 | 0,848 | 7 | — | 1 | — | 1 | 1 | — | — | — | — | — | — | 1 | 7 | — | — | — | 1 Wh., 2 W., 3 M. u. 1 Abt. |
| 54 | 26. Bacharach | 6,4 | 0,992 | 9 | — | 1 | — | 2 | — | 1 | — | — | — | — | — | 1 | 4 | — | 1 | — | 2 W., 1 M. u. 1 Abt. |
| 55 | 27. Niederheimbach | 3,5 | — | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| 56 | 28. Trechtlinghausen | 4,6 | — | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — |
| 57 | 29. Bingerbrück | 5,4 | 7,910 | 37 | 5 | 2 | — | 1 | — | 1 | 1 | 1 | 1 | — | 1 | 3 | 16 | 1 | 1 | 1 | 7 W., 1 Wgh., 4 M., 1 St. u. 3 Abt. *) S. Tabelle I. 4, Sp. 60. |
| Andernach-Niedermendig. | | | | | | | | | | | | | | | | | | | | | |
| S. Tabelle I. 1, 2, 3 u. 4, N. 9. | | | | | | | | | | | | | | | | | | | | | |
| 58 | 1. Andernach s. N. 42. | — | 0,637 | 5 | — | — | 1 | — | — | — | 1 | 1 | — | — | — | — | — | — | — | — | 1 Wgh., 1 W. u. 1 St. m. Abt. |
| 59 | 2. Plaidt | 5,6 | 1,550 | 5 | 2 | — | — | 1 | 1 | — | — | — | — | — | — | — | 3 | 1 | — | — | 1 Wgh., 1 W., 1 M. u. 1 St. m. Abt. |
| 60 | 3. Kruft | 4,3 | 1,059 | 7 | — | — | — | 1 | — | 1 | — | — | — | — | — | — | 4 | 1 | — | — | 1 Wgh., 1 W., 1 M. u. 1 St. m. Abt. |
| 61 | 4. Niedermendig | 4,7 | 2,522 | 17 | 1 | — | — | 2 | — | 1 | 1 | — | — | — | — | 1 | 5 | 1 | — | 3 | 1 Wgh., 3 W. u. 1 Abt. m. Spritzenr. u. Uebernachtungs. |
| Köln-Cleve-Landesgränze- Nymwegen-Venlo-Zevenaar. | | | | | | | | | | | | | | | | | | | | | |
| S. Tabelle I. 1, 2, 3 u. 4, N. 11, 13, 14 u. 37. | | | | | | | | | | | | | | | | | | | | | |
| Köln s. N. 1. | | | | | | | | | | | | | | | | | | | | | |
| 62 | 1. Nippes s. N. 235 u. 238. | 2,1 | 4,556 | 25 | 3 | — | 1 | — | — | 1 | 1 | — | 1 | — | — | 1 | 9 | — | — | — | 1 M. m. Arbeiterr., 1 Uebernachtungs- 4 W. u. 3 Abt. |
| 63 | 2. Longerich | 5,7 | 1,283 | 4 | — | 2 | — | 1 | — | 1 | — | — | — | — | — | 1 | 5 | — | — | — | 2 W., 1 M., 1 St. u. 1 Abt. |
| 64 | 3. Worringen | 6,7 | 1,176 | 8 | — | 1 | — | 1 | — | 1 | — | — | — | — | — | 1 | 5 | — | — | — | 2 W., 1 M., 1 St. u. 1 Abt. |
| 65 | 4. Dormagen | 6,0 | 1,919 | 11 | 1 | 2 | — | 1 | — | 1 | — | — | — | — | — | 1 | 6 | — | — | — | 3 W., 1 M., 1 St. u. 1 Abt. |
| 66 | 5. Norf | 9,1 | 0,950 | 6 | — | — | — | 1 | — | 1 | — | — | — | — | — | 1 | 5 | — | — | — | 2 W., 1 M., 1 St. u. 1 Abt. |
| 67 | 6. Neuss | 6,4 | 11,509 | 54 | 3 | 2 | 1 | 4 | 2 | — | 1 | 1 | 1 | 2 | — | 3 | 21 | 1 | 1 | 1 | 2 Wh., 2 M., 2 C.-W., 1 Wgh., 9 W., 2 St. u. 3 Abt. *) S. Tabelle I, 4, Sp. 60. |
| 68 | 7. Osterath | 8,7 | 1,952 | 9 | 1 | 2 | — | 1 | — | 1 | — | — | — | — | — | 1 | 6 | — | — | — | 2 W., 2 M., 1 St. u. 1 Abt. |
| 69 | 8. Oppum | 7,4 | 4,438 | 19 | 1 | 2 | 1 | — | 1 | 2 | — | — | — | — | — | 1 | 9 | — | — | — | 5 W., 1 M., 2 St. u. 1 Abt. |
| 70 | 9. Crefeld | 3,0 | 12,079 | 45 | 5 | 2 | — | 1 | 12 | 2 | — | 1 | 1 | 1 | 1 | 1 | 17 | 1 | — | 1 | 10 W., 1 Wgh., 2 M., 1 Sprh., 1 Schm- u. 2 Abt. *) S. Tabelle I, 4, Sp. 60. |
| 71 | 10. Kempen | 11,4 | 5,388 | 26 | 3 | 1 | 3 | 3 | 1 | — | 1 | 1 | — | 1 | 1 | 1 | 12 | 1 | — | 1 | 6 W., 1 Wgh., 1 M., 1 Sch. (f. Draisine), 1 St. u. 2 Abt. |
| 72 | 11. Aldekerk | 7,7 | 1,552 | 6 | — | — | — | 1 | — | 1 | — | — | — | — | — | 1 | 5 | — | — | — | 2 W., 1 M., 1 St. u. 1 Abt. |

| Nummer. | Namen der Stationen. | Entfernung km | Schienen-geleise ausser den Haupt-geleisen. km | Weichen | | | | Dreh-schel-ben. | Rampen. | Schiebe- bühnen. | Stations- gebäude. | Locomotiv- schuppen. | Werkstatt- gebäude. | Wasser- stationen. | Coalschuppen. | Wagenschuppen. | Güterschuppen. | Nebengebäude. | Brückenwaagen. | feststehende. | Hebe- kranne locomobile. | Bemerkungen. | | |
|--|---|---------------|--|-----------|---------------|------------|--------|-----------------|---------|---------------------|-----------------------|-------------------------|------------------------|-----------------------|---------------|----------------|----------------|---------------|----------------|---------------|---|--|---------|---------|
| | | | | einfache. | dreistellige. | eng-lische | | | | | | | | | | | | | | | | | grosse. | kleine. |
| | | | | Stück. | Stück. | ganze. | halbe. | | | | | | | | | | | | | | | | Stück. | Stück. |
| 73 | 12. Nieukerk | 3,6 | 1,340 | 6 | | | | | 1 | 1 | | | | | | | 1 | 4 | | | 2 W., 1 St. u. 1 Abt. | | | |
| 74 | 13. Geldern | 7,3 | 2,331 | 14 | | | | | 1 | 1 | | | 1 | 1 | | | 1 | 4 | | 1 | 2 W., 1 M. u. 1 Abt. | | | |
| 75 | 14. Kevelaar | 8,9 | 2,069 | 10 | | | | 1 | 1 | 1 | | | 1 | | | | 1 | 5 | | | 2 W., 1 M., 1 St. u. 1 Abt. | | | |
| 76 | 15. Weeze | 6,1 | 0,936 | 5 | | | | | 1 | 1 | | | | | | | 1 | 4 | | | 2 W., 1 M. u. 1 Abt. | | | |
| 77 | 16. Goch | 7,0 | 2,672 | 19 | | | | | 1 | 1 | | | | | | | 1 | 4 | | | 2 W., 1 St. u. 1 Abt. *) S. Tabelle I. 4, Sp. 60. | | | |
| 78 | 17. Pfalzdorf | 3,9 | 0,718 | 3 | | | | | | 1 | | | | | | | | 4 | | | 2 W., 1 St. u. 1 Abt. | | | |
| 79 | 18. Cleve | 8,9 | 5,631 | 30 | 2 | 2 | | 1 | 3 | 1 | | 1 | 1 | 1 | 1 | 3 | 2 | 14 | 1 | 1 | 1 | 1 Maschinenh., 6 W., 1 Wgh., 2 M., 1 G. für Zuggers. u. 3 Abt. | | |
| 80 | 19. Thiergarten | 1,9 | — | | | | | | | 1 | | | | | | | | 2 | | | 1 Assistenten-B. u. 1 W. | | | |
| 81 | 20. Nütterden | 4,7 | — | | | | | | | (Halle.) 1 | | | | | | | | 1 | | | 1 W. | | | |
| 82 | 21. Cranenburg (Landesgränze.) | 4,4 | 0,865 | 4 | | | | | 1 | 1 | | | | | | | 1 | 6 | | | 2 W., 1 M., 2 St. und 1 Abt. | | | |
| 83 | 22. Groesbeck (holländisch.) | 5,0 | 0,087 | 1 | | | | | | 1 | | | | | | | | 2 | | | 1 W. u. 1 Abt. | | | |
| 84 | 23. Nymwegen (holländisch.) Kempen s. N. 71. | 10,6 | 6,372 | 21 | 3 | 1 | 1 | 1 | 5 | 1 | | 1 | 1 | 1 | 1 | 2 | 10 | | 2 | 2 | 6 W., 1 M., 1 Sprh. u. 2 Abt. | | | |
| 85 | 24. Grefrath | 7,2 | 1,532 | 10 | | | | | 1 | 1 | | | | | | | 1 | 11 | | | 3 Wh., 2 W., 1 M., 4 St. u. 1 Abt. | | | |
| 86 | 25. Lobberich | 5,5 | 1,367 | 6 | | | | | 1 | 1 | | | | | | | 1 | 9 | | | 2 Wh., 2 W., 1 M., 3 St. u. 1 Abt. | | | |
| 87 | 26. Kaldenkirchen Venlo (holländisch.) Cleve s. N. 79. | 5,4 | 1,940 | 13 | | | | | 1 | 1 | | | | | | | 1 | 5 | 1 | | 3 W., 1 M. u. 1 Bühne. *) S. Tabelle I. 4, Sp. 60. | | | |
| 88 | 27. Spyck (Trajectbahnhof) | 5,3 | 1,647 | 13 | | | | | | 1 | | 1 | | | | | | 8 | | | 1 Wh., 2 W., 1 Sch., 1 Giessereibude, 1 M. m. Abt., 1 St. u. 1 Abt. | | | |
| 89 | 28. Welle (Trajectbahnhof) | 1,5 | 1,423 | 12 | | | | | 1 | 1 | | | | | | | | 4 | | | 1 Wh., 2 W. u. 1 Abt. | | | |
| 90 | 29. Elten (Landesgränze.) Zevenaar (holländisch.) | 3,8 | 1,943 | 6 | | | | | | 1 | 1 | | 1 | | | | 1 | 6 | | | 2 W., 1 M., 2 St. u. 1 Abt. | | | |
| Crefeld-Rheydt; Neuss-Neersen-Neuwerk-Viersen. | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Tabelle I. 1, 2, 3 u. 4, N. 15, 16 u. 17. | | | | | | | | | | | | | | | | | | | | | | | | |
| Crefeld s. N. 70. | | | | | | | | | | | | | | | | | | | | | | | | |
| 91 | 1. Willich | 7,8 | 1,544 | 9 | | | | | 2 | 1 | | | | | | | 1 | 6 | | 1 | 2 Wh., 2 W., 1 M. u. 1 Abt. m. Sprh., Wkch. u. St. | | | |
| 92 | 2. Neersen-Neuwerk s. N. 99 | 5,9 | 3,320 | 14 | | 1 | 1 | | 2 | 1 | | | | | | | 1 | 4 | | | 2 C.-W., 1 M. u. 1 Abt. | | | |
| 93 | 3. Dünn | 2,2 | — | | | | | | | 1 | | | | | | | | 1 | | | 1 M. | | | |
| 94 | 4. Gladbach am Böckel | 2,7 | 5,513 | 20 | 1 | | | | 5 | 2 | | | | | | | 2 | 5 | 1 | 1 | 2 W., 1 Wgh., 1 M. u. 1 Abt. | | | |
| 95 | 5. Gladbach am Speyk | 3,1 | 3,913 | 11 | | | | | 1 | 1 | | | | | | | 1 | 3 | | 1 | 2 W. u. 1 Abt. m. M. u. St. | | | |

| Nummer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | Dreh- schei- ben. | | Rampen. | Schiebe- bühnen. | Stations- gebäude. | Locomotiv- schuppen. | Werkstatt- gebäude. | Wasser- stationen. | Coakschuppen. | Wagenschuppen. | Güterschuppen. | *) Neben- gebäude. | Brücken- wagen. | fest- stehende. | Hebe- krahne | Locomobile. | Bemerkungen. | | | |
|---------|--|-----------------------|--|---------------------|------------------------|-----------------------------------|------------------|---------|---------------------|-----------------------|-------------------------|------------------------|-----------------------|---------------|----------------|----------------|-----------------------|--------------------|--------------------|-----------------|-------------|---|---|---|---|
| | | | | einfache. Stück. | dreitellige. Stück. | eng- liche ganze. Stück. | halbe. Stück. | | | | | | | | | | | | | | | | grosse. Stück. | kleine. Stück. | Anzahl. |
| 96 | 6. Rheydt Neuss s. N. 67. | 2,6 | 3,572 | 11 | 2 | — | 1 | 2 | 2 | — | 1 | 1 | — | 1 | 1 | — | 1 | 5 | — | 1 | — | 3 W., 1 M. u. 1 Abt. m. Raum f. Zuppers. | | | |
| 97 | 7. Kaarst | 6,7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4 | — | — | — | 4 W. (1 für B. u. 2 für Warteraum). | | | |
| 98 | 8. Schiefbahn | 5,9 | 1,083 | 5 | — | — | — | 1 | 1 | — | — | — | — | — | — | — | — | 1 | 4 | — | — | 2 W., 1 M. u. 1 Abt. m. Sprh., Wkch. u. St. | | | |
| 99 | 9. Neersen-Neuwerk s. N. 92 | 3,6 | 0,811 | 3 | 1 | — | — | — | — | — | 1 | — | — | — | — | — | — | — | 1 | — | — | 1 St. | | | |
| 100 | 10. Viersen Oppum-Dortmund. S. Tabelle I. 1, 2, 3 u. 4, N. 18, 20, 21, 22, 23 u. 24. Oppum s. N. 69. | 6,1 | 1,506 | 13 | — | — | — | — | 2 | — | 1 | — | — | — | — | — | — | — | 1 | 4 | — | 1 | 1 Wh., 2 W., 1 St. u. 1 Abt. m. Raum für Zuppers. | | |
| 101 | 1. Blockstation A. | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 Assistenten-B. | | |
| 102 | 2. Blockstation B. | — | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 Assistenten-B. | | |
| 103 | 3. Linn | 2,0 | 1,080 | 5 | — | — | — | — | 1 | — | — | — | — | — | — | — | — | — | 1 | 3 | — | — | 2 W. u. 1 St. m. Abt. | | |
| 104 | 4. Uerdingen | 2,1 | 2,816 | 16 | 1 | 2 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | 1 | 7 | — | 1 | 2 W., 2 M., 1 Gasmesserhäuschen, 1 & u. 1 Abt. | | |
| 105 | 5. Rheinhausen | 6,1 | 1,480 | 6 | 2 | — | — | — | — | — | 1 | — | — | — | — | — | — | — | 1 | 27 | — | — | 9 Wh., 2 W., 9 St., 2 m. Abt. u. 7 Abt. | | |
| 106 | 6. Hochfeld | 3,7 | 26,492 | 73 | 6 | 3 | 1 | 1 | 11 | — | — | 1 | 1 | 1 | — | — | — | — | 1 | 55 | 1 | 5 | 11 Wh., 5 M., 1 Scheune, 1 Local für d. Berg-Märk. Uebergabe, 1 C.-W., 1 Wgh., 14 W., 11 St., 5 m. Abt. u. 10 Abt. Im Hafen ein Gerüst zum Heben der Schiffe. | | |
| 107 | 7. Speldorf-Broich | 7,2 | 40,351 | 113 | 9 | 3 | 2 | 3 | 17 | — | 6 | 1 | 2 | 9 | 1 | — | — | — | 1 | 101 | 4 | 1 | 1 | 21 Wh., 3 Locale für Expedition u. s. w., 8 M., 2 C.-W., 1 B., 4 Wgh., 22 W., 1 G. für Kohlenwäsche, 1 Pumpenh., 16 St., 7 m. Abt. u. 22 Abt. | |
| 108 | 8. Mülheim | 2,6 | 3,281 | 14 | 1 | 6 | — | 1 | — | 1 | — | — | — | — | — | — | — | — | — | 1 | 22 | — | 1 | 4 Wh., 3 M., 1 Pumpenh., 7 W., 5 St., 2 m. Abt. u. 2 Abt. | |
| 109 | 9. Heissen I. | 4,4 | 6,476 | 23 | 2 | 5 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | 1 | 29 | — | — | 8 Wh., 1 m. St., 9 W., 1 M., 1 Sprh., 1 Holzsch., 7 St. m. Abt. u. 1 Abt. |
| 110 | 10. Heissen II. | 1,7 | 2,318 | 7 | 1 | 3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4 W. u. 1 Abt. | |
| 111 | 11. Altendorf | 1,3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 M. m. St. u. Abt. | |
| 112 | 12. Essen | 3,0 | 4,373 | 16 | 7 | — | 1 | 1 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 9 Wh., 2 M., 1 m. Sprh., 1 vermietet, 1 Wkch., 1 Blumenh., 5 W., 1 St. & 1 Abt. | |
| 113 | 13. Kray | 5,2 | 8,433 | 29 | 2 | 4 | 3 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 5 Wh., 1 M., 2 C.-W., 3 W., 1 Ockonmiegeb., 1 Uebernachtungsl., 5 St. m. Abt. u. 1 Abt. | |
| 114 | 14. Ueckendorf - Watten- scheid | 4,0 | 6,130 | 21 | 1 | 2 | 3 | 1 | — | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 4 Wh., 1 M., 1 Materialienssch., 9 W., 3 St. m. Abt. u. 2 Abt. | |
| 115 | 15. Präsident | 5,6 | 2,318 | 10 | — | 1 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 Wh., 2 W. u. 2 St. | |
| 116 | 16. Bochum | 1,8 | 7,371 | 18 | 2 | 5 | 2 | 1 | 5 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | 4 Wh., 1 Wirtschaftsggeb., 1 Uebernachtungsl., 1 M., 6 W., 1 Sprh., 3 St. u. 2 Abt. | |
| 117 | 17. Prinz v. Preussen | 2,7 | 0,955 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 Wh., 2 W. u. 2 St. m. Abt. | |
| 118 | 18. Langendreer | 4,3 | 7,969 | 24 | 1 | 2 | 1 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4 Wh., 8 W., 1 M., 4 St. u. 1 Abt. *) S. Tabelle I. 4, Sp. 60. | |

| Numer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | Dreh- schei- ben. | Rampen. | Schiebe- bühnen. | Stations- gebäude. | Locomotiv- schuppen. | Werkstatt- gebäude. | Wasser- stationen. | Coakschuppen. | Wagenschuppen. | Güterschuppen. | Nebengebäude. | Brückenwaagen. | Hebe- kranne | | Bemerkungen. |
|--------|--|-----------------------|--|----------------------------|------------------------------------|-------------------------|---------|---------------------|-----------------------|-------------------------|------------------------|-----------------------|---------------|----------------|----------------|---------------|----------------|--------------------|---------------|---|
| | | | | einfache. dreistellige. | eng- lische ganze. halbe. | | | | | | | | | | | | | grosse. kleine. | feststehende. | |
| | | | | Stück. | Stück. | Stück. | Anzahl. | | | | | | | | | | | | | |
| 119 | 19. Dorstfeld | 7,1 | 2,839 | 4 | 1 | | 1 | 1 | | | | | | | | 2 | 15 | | | 5 Wh., 4 W., 5 St. u. 1 Abt. |
| 120 | 20. Dortmund | 4,9 | 12,003 | 38 | 1 | 1 | 1 | 8 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 30 | 2 | 1 | 8 Wh., 1 Uebernachtungsl., 1 Postgeb., 1 M., 10 W., 7 St. u. 2 Abt. *) S. Ta- belle I. 4, Sp. 60. |
| | Heissen I, s. N. 109. | | | | | | | | | | | | | | | | | | | |
| 121 | 21. Rüttenscheid | 5,4 | 2,419 | 7 | 3 | 1 | | | | 1 | | | | | | 1 | 9 | | | 2 Wh., 3 W., 1 M. u. 3 St. m. Abt. |
| 122 | 22. Rellinghausen | 2,4 | — | | | | | | | 1 | | | | | | | 9 | | | 1 Abt. |
| 123 | 23. Steele, Nord- | 3,4 | 1,433 | 5 | 1 | 2 | | 1 | 1 | | | | | | | 2 | 6 | | 1 | 1 Wh., 2 W., 2 St. u. 1 Abt. |
| 124 | 24. Steele, Süd- | 0,9 | 3,912 | 11 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | | 1 | | | 1 | 11 | 1 | | 2 Wh., 1 Uebernachtungsl., 1 Wgh., 4 W., 1 St. u. 2 Abt., 1 Wh., enth. Stationsl. *) Zum Theil Wagensch., s. Tabelle I. 4, Sp. 60. |
| | Heissen II, s. N. 110. | | | | | | | | | | | | | | | | | | | |
| 125 | 25. Borbeck | 1,9 | 1,443 | 7 | 1 | 1 | | | | 1 | | | | | | | 4 | | | 1 Wh., 2 W. u. 1 Abt. |
| 126 | 26. Frintrop | 3,7 | 2,291 | 3 | 2 | 1 | | | | 1 | | | | | | | 4 | | | 1 Wh., 1 W., 1 St. u. 1 Abt. |
| | Osterfeld s. N. 134. | 4,1 | — | | | | | | | | | | | | | | | | | |
| | Altendorf s. N. 111. | | | | | | | | | | | | | | | | | | | |
| 127 | 27. Anna, | 3,2 | 0,907 | 3 | | | | | | | | | | | | | 5 | | | 1 Wh., 3 W. u. 1 St. m. Abt. |
| | (Zechenbahnhof) | | | | | | | | | | | | | | | | | | | |
| 128 | 28. Altenessen | 1,5 | 3,971 | 12 | 4 | 1 | 1 | 2 | | 1 | 1 | 1 | 1 | | | | 10 | | | 2 Wh., 5 W., 2 St. u. 1 Abt. |
| | (Bahnhof Carl) | | | | | | | | | | | | | | | | | | | |
| | Kray s. N. 113. | | | | | | | | | | | | | | | | | | | |
| 129 | 29. Dahlbusch | 2,8 | 1,429 | 8 | | | | | | 1 | | | | | | | 8 | | | 2 Wh., 3 W., 2 St. m. Abt. u. 1 Abt. |
| 130 | 30. Gelsenkirchen | 1,5 | 3,020 | 11 | 2 | 1 | | 2 | | 1 | | | 1 | | | | 10 | | | 1 Wh., 1 M. m. Sprh., 5 W., 1 St. u. 2 Abt. |
| | Kray s. N. 113. | | | | | | | | | | | | | | | | | | | |
| 131 | 31. Wanne | 8,9 | 4,057 | 15 | 2 | | | 1 | 1 | | | | | | | | 3 | 11 | | 3 Wh., 1 M. m. Schm. u. Sprh., 3 W., 3 St. m. Abt. u. 1 Abt. |
| | Hochfeld-Duisburg- Quakenbrück. | | | | | | | | | | | | | | | | | | | |
| | S. Tabelle I. 1, 2, 3 u. 4, N. 25. | | | | | | | | | | | | | | | | | | | |
| | Hochfeld s. N. 106. | | | | | | | | | | | | | | | | | | | |
| 132 | 1. Duisburg | 3,6 | 6,077 | 19 | 3 | 2 | | | | 1 | | 1 | | | | | 7 | 1 | 1 | 1 Wh., 4 W., 1 St. m. Abt. u. 1 Abt. |
| 133 | 2. Oberhausen | 6,8 | 2,634 | 11 | 2 | | | 2 | | 1 | | | | | | | 3 | | | 1 B. (Anbau), 1 W. u. 1 Abt. |
| 134 | 3. Osterfeld | 5,3 | 3,399 | 13 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | | 4 | | | | 4 | | | 1 Wh., 1 M. m. St. u. Abt., 2 W. Auf dem Bottrop. Einschn. befindet sich der Sammellbr. der Wasserst. |
| | (Ausgüsse.) | | | | | | | | | | | | | | | | | | | |
| 135 | 4. Bottrop | 4,9 | 1,526 | 6 | | | | 2 | | 1 | | | | | | | 4 | | | 1 Postb. (Anbau), 1 M., 1 G. m. M., St. u. Abt. u. 1 W. |
| 136 | 5. Kirchhellen | 4,9 | 0,916 | 4 | | | | 2 | | 1 | | | | | | | 2 | | | 1 G. m. M., St. u. Abt. u. 1 W. |
| 137 | 6. Dorsten | 8,8 | 3,188 | 15 | 2 | | | 1 | | 1 | 1 | | 1 | | | | 5 | | | 3 Wh., 1 St. m. Abt. u. 1 Abt. |
| | (prov.) | | | | | | | | | | | | | | | | | | | |
| 138 | 7. Blockstation | — | — | | | | | | | | | | | | | | | | | 1 Assistenten-B. m. Abt. |
| 139 | 8. Wulfen | 7,5 | 0,953 | 4 | | | | 1 | | 1 | | | | | | | 7 | | | 2 Wh., 1 M. (prov.), 1 G. m. M., St. u. Abt., 1 W. u. 2 St. m. Abt. *) mit Bahustr.-Wohnung. |
| | (*) | | | | | | | | | | | | | | | | | | | |
| 140 | 9. Reken | 9,7 | 0,800 | 4 | | | | 2 | | 1 | | | | | | | 2 | | | 1 Post-B. (Anbau), 1 M. m. St. u. Abt. *) mit Bahustr.-Wohnung. |

| Nummer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | Dreh- schel- ben. Stück. | Rampen. | Schlepp- bühnen. | Stationen- gebäude. | Locomotivschuppen. | Werkstattgebäude. | Wasserstationen. | Coakesschuppen. | Wagenschuppen. | Güterschuppen. | Nebengebäude. | Brückenwaagen. | feststehende. | Hebe- krahne locomobile. | Bemerkungen. | | | |
|--|-------------------------------|-----------------------|--|--------------------------------------|--|-----------------------------------|---------|---------------------|------------------------|--------------------|-------------------|------------------|-----------------|----------------|----------------|---------------|----------------|---------------|--|--|---------|--|--|
| | | | | einfache. dreistellige. Stück. | eng- lische ganze. halbe. Stück. | | | | | | | | | | | | | | | | Anzahl. | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 141 | 10. Coesfeld | 17,9 | 4,552 | 18 | 1 4 | 1 | 3 | 1 | 1 | 4 | 1 | 4 | 1 | 4 | 1 | 4 | 1 | 4 | 1 | 1 M., 2 W. u. 1 Abt. *) S. Tabelle I. 4, Sp. 60. | | | |
| 142 | 11. Darfeld | 12,8 | 1,217 | 5 | — | — | 1 | 1 | — | — | — | — | — | 1 | 3 | — | — | — | 1 M., 1 G. m. M., St. u. Abt. u. 1 W. | | | | |
| 143 | 12. Horstmar | 6,2 | 1,338 | 6 | — | — | 1 | 1 | — | — | — | — | — | 1 | 4 | — | — | — | 1 Post.-B. (Anbau), 1 B. (ohne spec. Best.), 1 M. m. St. u. Abt. u. 1 W. | | | | |
| 144 | 13. Burgsteinfurt | 9,4 | 1,860 | 9 | 1 | — | 2 | 1 | — | 2 | — | — | — | 1 | 7 | — | — | — | 1 Wh., 1 B., 1 M., 2 W., 1 St. m. Abt. u. 1 Abt. *) S. Tabelle I. 4, Sp. 60. | | | | |
| 145 | 14. Rheine | 18,1 | 4,609 | 15 | 2 3 | 1 | 1 | 1 | 2 | 4 | — | — | — | 1 | 10 | 1 | 1 | 1 | 2 Wh., 1 Uebernachtungsl. m. M., 1 Wgh., 2 W., 2 St. m. Abt. u. 2 Abt. *) S. Tabelle I. 4, Sp. 60. | | | | |
| 146 | 15. Spelle | 10,3 | 0,697 | 3 | — | — | 1 | 1 | — | — | — | — | — | 1 | 1 | — | — | — | 1 M. m. St. u. Abt. | | | | |
| 147 | 16. Beesten | 7,7 | 0,877 | 4 | — | — | 2 | 1 | — | — | — | — | — | 1 | 3 | — | — | — | 1 Wh. u. 2 St. m. Abt. *) m. Bahnstr.-Wohnung. | | | | |
| 148 | 17. Freren | 6,2 | 1,002 | 6 | — | — | 2 | 1 | — | — | — | — | — | 1 | 4 | — | — | — | 1 Wh., 1 W. u. 2 St. m. Abt. | | | | |
| 149 | 18. Fürstenau | 9,3 | 1,318 | 6 | — | — | 2 | 1 | — | 1 | — | — | — | 1 | 3 | — | — | — | 1 M., 1 G. m. M., St. u. Abt., 1 St. m. Abt. *) m. Maschinenw.-Wohnung. | | | | |
| 150 | 19. Lulle | 6,2 | 0,952 | 6 | — | — | 1 | 1 | — | — | — | — | — | 1 | 2 | — | — | — | 1 G. m. M., St. u. Abt. u. 1 W. | | | | |
| 151 | 20. Bippen | 3,0 | — | — | — | — | — | 1 | — | — | — | — | — | — | 1 | — | — | — | 1 G. m. M., St. u. Abt. | | | | |
| 152 | 21. Nortrup | 9,3 | 1,005 | 6 | — | — | 2 | 1 | — | — | — | — | — | 1 | 3 | — | — | — | 1 Wh., 1 M. m. St. u. Abt. u. 1 & m. Abt. | | | | |
| 153 | 22. Quakenbrück | 8,6 | 4,176 | 18 | 1 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 14 | — | — | — | 4 Wh., 1 Uebernachtungsl. m. Schm., 2 W., 1 M., 5 St. m. Abt. u. 1 Abt. *) m. Maschinenw.-Wh. (*) S. Tabelle I. 4, Sp. 60. | | | | |
| Düsseldorf-Elberfeld-Dortmund. S. Tabelle I. 1, 2, 3 u. 4, N. 27. Düsseldorf s. N. 174. | | | | | | | | | | | | | | | | | | | | | | | |
| 154 | 1. Gerresheim | 5,1 | 1,818 | 7 | 2 | — | 2 | 1 | — | — | — | — | — | 1 | 4 | — | — | — | 2 W., 1 St. u. 1 Abt. | | | | |
| 155 | 2. Neanderthal | 6,7 | 1,363 | 6 | — | — | 1 | 1 | — | — | — | — | — | 1 | 3 | — | — | — | 2 W. u. 1 St. m. M. u. Abt. | | | | |
| 156 | 3. Mettmann | 3,8 | 2,501 | 12 | — | 1 | 2 | 1 | — | — | — | — | — | 1 | 4 | — | — | — | 3 W. u. 1 St. m. M. u. Abt. | | | | |
| 157 | 4. Dornap | 4,3 | 2,939 | 13 | 2 | 2 | 1 | 1 | — | — | — | — | — | 1 | 8 | 1 | — | — | 2 Wh., 4 W., 1 Wgh. u. 1 St. m. Abt. | | | | |
| 158 | 5. Sonnborn | 4,8 | 1,292 | 8 | — | — | 1 | 1 | — | — | — | — | — | 1 | 3 | — | — | — | 2 W. u. 1 Abt. m. M. u. Sprh. | | | | |
| 159 | 6. Elberfeld-Ottenbruch | 2,2 | 1,274 | 6 | — | 1 | 2 | 2 | 1 | — | — | — | — | 1 | 4 | — | — | 1 | 3 W. u. 1 Abt. m. M. etc. | | | | |
| 160 | 7. Elberfeld-Mirke | 1,8 | 4,519 | 19 | 1 | 3 | 1 | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 7 | 1 | 1 | — | 4 W., 1 Wgh., 1 M. u. 1 Abt. m. M. u. Arbeiterr. etc. | | | | |
| 161 | 8. Barmen, Unter- | 2,2 | 2,588 | 11 | 1 | 3 | 1 | 1 | 1 | — | — | — | — | 1 | 6 | — | — | 1 | 2 Wh. m. St., 3 W. u. 1 Abt. m. Sprh. etc. | | | | |
| 162 | 9. Barmen, Mittel- | 1,8 | 3,286 | 13 | 1 | 2 | 2 | 7 | 1 | 1 | — | — | — | 2 | 6 | 1 | 1 | — | 1 Wh., 3 W., 1 Wgh. u. 1 Abt. m. Sprh. u. Arbeiterr. | | | | |
| 163 | 10. Barmen, Ober- | 1,0 | 5,545 | 15 | 6 | 1 | 4 | 1 | 1 | — | — | — | — | 1 | 7 | — | 2 | — | 2 Wh., 1 M., 3 W. u. 1 Abt. m. M. u. Sprh. | | | | |
| 164 | 11. Schwelm | 6,0 | 3,006 | 15 | — | 1 | 2 | 1 | — | — | — | — | — | 1 | 6 | — | 1 | — | 1 Wh., 2 W., 1 St. u. 2 Abt. | | | | |
| 165 | 12. Gevelsberg | 5,5 | 1,175 | 8 | — | 1 | 2 | 1 | — | — | — | — | — | 1 | 4 | — | — | — | 3 W. u. 1 St. m. Abt. | | | | |
| 166 | 13. Haspe | 6,8 | 2,275 | 12 | — | 1 | 2 | 1 | — | — | — | — | — | 1 | 7 | — | 1 | — | 1 Wh., 1 M., 3 W., 1 St. m. Abt. u. 1 Abt. | | | | |
| 167 | 14. Hagen | 3,5 | 4,930 | 20 | 1 | 4 | 1 | 2 | 2 | 1 | 1 | 1 | — | 1 | 10 | 1 | 2 | — | 1 Wh., 1 M., 4 W., 1 Wgh., 2 St. u. 1 Abt. | | | | |
| 168 | 15. Herdecke | 5,0 | 2,372 | 8 | 2 | — | 2 | 1 | — | — | — | — | — | 1 | 8 | — | — | 1 | 1 M., 1 Concerthalle, 2 W. u. 1 Abt. In den Anlagen: 1 Halle, 1 Buffet u. 1 Abt. | | | | |
| 169 | 16. Löttringhausen | 6,5 | 1,710 | 5 | — | 1 | 2 | 1 | 1 | — | — | — | — | 1 | 5 | — | — | — | 1 Wh., 2 W., 1 St. u. 1 Abt. | | | | |
| 170 | 17. Hürde | 5,6 | 4,021 | 17 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | — | — | 1 | 12 | — | — | — | 3 Wh., 1 M., 5 W., 3 St. u. 1 Abt. | | | | |
| Dortmund s. N. 120. | | | | | | | | | | | | | | | | | | | | | | | |

| Nummer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | | | | Dreh- schei- ben. Rampen. Schiebehilfen. Stationsgebäude. Locomotivschuppen. Werkstatgebäude. Wasserstationen. Coakschuppen. Wagenschuppen. Güterschuppen. Nebengebäude. Brückenwagen. feststehend. locomobile. | Hebe- kranne | Bemerkungen. | | | | |
|--|--|-----------------------|--|--|--------------------------|------------------------------|--------|--------|--|-----------------|--------------|--------|---------|--------|--|
| | | | | einfache. dreistellige. ganze. halbe. Stück. | eng- lische Stück. | grosse. kleine. Stück. | Stück. | Stück. | | | | Stück. | Anzahl. | | |
| | | | | | | | | | | | | | | Stück. | Stück. |
| <p>Speldorf-Niederlahnstein. S. Tabelle I. 1, 2, 3 u. 4, N. 29 u. 31. Speldorf s. N. 107.</p> | | | | | | | | | | | | | | | |
| 171 | 1. Lintorf | 13,0 | 1,232 | 5 | | | 1 | 1 | | | | 1 | 9 | | 2 Wh., 1 Wirtschaftsgeb., 1 M., 2 W., 2 St. m. Abt. u. 1. Abt. |
| 172 | 2. Ratingen | 4,0 | 4,500 | 16 | | | 1 | | 1 | 1 | | | 11 | 1 | 3 Wh., 1 Uebernachtungsl., 3 W., 3 St. m. Abt. u. 1. Abt. |
| 173 | 3. Rath | 4,0 | 2,422 | 9 | | | | | 1 | | | | 8 | | 2 Wh., 1 Wirtschaftsgeb., 2 W., 2 St. m. Abt. u. 1. Abt. |
| 174 | 4. Düsseldorf | 4,3 | 10,129 | 22 | 1 | 3 | 2 | 1 | 11 | 1 | 1 | 1 | 17 | 1 | 1 Wh., 1 Postgeb. (beide vermietet), 1 Uebernachtungsl., 1 Wirtschaftsgeb., 1 Gb., 1 Scheune, 1 Eiskeller. 7 W., 1 Wgh., 1 St. u. 1. Abt. |
| 175 | 5. Eller | 5,7 | 2,356 | 8 | | | | | | | | | 12 | | 3 Wh., 1 Wirtschaftsgeb., 4 W., 3 St. m. Abt. u. 1. Abt. |
| 176 | 6. Hilden | 6,3 | 2,184 | 8 | | | | 1 | 1 | | | | 6 | 1 | 3 W., 1 M., 1 Wirtschaftsgeb. u. 1. Abt. |
| 177 | 7. Immigrath | 6,3 | 1,328 | 5 | | | | 1 | 1 | | | | 6 | | 1 Wh., 1 Wirtschaftsgeb., 2 W., 1 St. m. Abt. u. 1. Abt. |
| 178 | 8. Opladen | 6,8 | 6,533 | 24 | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 2 | 3 Wh., 1 B., 1 Uebernachtungsl., 6 W., 3 St. m. Abt. u. 2. Abt. |
| 179 | 9. Schlebusch | 4,3 | 1,358 | 6 | | | | 1 | 1 | | | | 6 | | 1 Wh., 1 Wirtschaftsgeb., 2 W., 1 St. m. Abt. u. 1. Abt. |
| 180 | 10. Mülheim | 8,7 | 4,403 | 19 | | | | 1 | 1 | | | | 13 | 1 | 4 Wh., 5 W., 3 St., 2 m. Abt. u. 1. Abt. |
| 181 | 11. Kalk | 2,0 | 3,745 | 15 | 1 | 1 | 1 | 1 | 1 | | | | 11 | 1 | 3 Wh., 1 C.-W., 3 W., 3 St. m. Abt. u. 1. Abt. |
| 182 | 12. Urbach | 8,2 | 2,147 | 9 | | 1 | | 1 | 1 | | | | 10 | | 2 Wh., 1 Wirtschaftsgeb., 1 M., 3 W., 2 St. m. Abt. u. 1. Abt. |
| 183 | 13. Troisdorf | 10,1 | 3,483 | 11 | 2 | | | | | 1 | | | 16 | | 3 Wh., 1 B. (Anbau), 1 Gb., 5 W., 4 St. u. 2. Abt. *) S. Tabelle I, 4, Sp. 60. |
| 184 | 14. Fr. Wilh.-Hütte | 1,3 | 4,298 | 18 | 2 | 2 | 1 | 1 | | 1 | 2 | 1 | 1 | 1 | 3 Wh., 1 Pumpenh., 5 W., 1 Wgh., 3 St. u. 2. Abt. *) m. 1 Wohnung u. 1 M. (*) 1 m. 1 B. |
| 185 | 15. Beuel | 7,0 | 2,779 | 10 | 1 | | | | | 1 | | | 9 | 1 | 1 Wh. m. St., 4 W., 1 M., 2 St. u. 1. Abt. |
| 186 | 16. Obercassel (n. Traject-Bahnhof) | 3,3 | 8,677 | 32 | 3 | | | 1 | | 1 | 1 | 1 | 1 | 1 | 2 Wh., 1 B. (Anbau), 1 M., 1 Pumpenh., m. Werkst., 1 C.-W., 4 W., 1 Wgh., 3 St. u. Abt. *) 1 m. Sprh. |
| 187 | 17. Niederdollendorf | 2,7 | | | | | | | | 1 | | | 1 | | 1 Abt. |
| 188 | 18. Königswinter | 1,9 | 3,327 | 16 | | 1 | 3 | 1 | | 1 | | | 8 | 1 | 1 Wh., 1 M., 2 W., 1 Wgh., 2 St. u. 1. Abt. |
| 189 | 19. Rhöndorf | 2,7 | | | | | | | | 1 | | | 3 | | 1 Halle, 1 St. u. 1. Abt. |
| 190 | 20. Honnef | 2,3 | 2,761 | 14 | | | | | | 1 | | | 14 | 1 | 3 Wh., 2 M., 3 W., 1 Wgh., 4 St. u. 1. Abt. |
| 191 | 21. Unkel | 4,1 | 1,419 | 6 | | | | | | 1 | | | 6 | | 1 Wh., 2 W., 2 St. u. 1. Abt. |
| 192 | 22. Erpel | 2,7 | | | | | | | | 1 | | | 2 | | 1 St. u. 1. Abt. |
| 193 | 23. Linz | 3,1 | 3,991 | 10 | 3 | | 1 | | | 1 | 1 | 1 | 1 | 1 | 2 Wh. m. 2 St., 1 prov. G., 1 B. (Anbau), 1 M., 1 Pumpenh., 2 W., 1 Wgh., 1 St. u. 1. Abt. |
| 194 | 24. Hönningen | 6,7 | 2,093 | 8 | | | | | | 1 | | | 7 | | 1 Wh. m. 1 St., 3 W., 1 St. u. 1. Abt. |
| 195 | 25. Leutesdorf | 9,4 | 0,974 | 4 | | | | | | 1 | | | 7 | | 1 Wh., 1 M., 2 W., 2 St. u. 1. Abt. |
| 196 | 26. Neuwied | 6,4 | 6,437 | 21 | | 3 | 2 | 10 | 1 | 1 | 1 | 1 | 17 | 1 | 3 Wh., m. 3 St., 1 B. (Anbau), 1 M., 4 W., 1 Wgh., 2 St. u. 2. Abt. |

| Nummer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | Dreh- schei- ben. | | Rampen. | Schiebe- bühnen. | Stations- gebäude. | Locomotiv- schuppen. | Werkstatt- gebäude. | Wasser- stationen. | Coaks- schuppen. | Wagens- schuppen. | Güters- schuppen. | *) Neben- gebäude. | Brücken- waagen. | fest- stehende. | Hebe- krabne locomobile. | Bemerkungen. | | |
|---------|---|-----------------------|--|--------------------------------------|--|------------------------------|---------|---------|---------------------|-----------------------|-------------------------|------------------------|-----------------------|---------------------|----------------------|----------------------|-----------------------|---------------------|--------------------|--------------------------------|--------------|---|--|
| | | | | einfache. dreistellige. Stück. | eng- lische ganze. halbe. Stück. | grosse. kleine. Stück. | Anzahl. | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 197 | 27. Engers | 5,3 | 5,402 | 18 | 4 | 2 | 1 | 1 | — | — | — | 1 | 1 | 1 | 1 | 1 | — | 2 | 14 | 1 | 1 | 2 Wh. m. 2 St., 1 M., 6 W., 1 Wgh., 1 St. u. 1 Abt. *) m. Werkst. (*) 1 m. 1 B. | |
| 198 | 28. Bendorf | 2,7 | 2,988 | 10 | — | 1 | — | — | — | — | 1 | — | — | — | — | — | — | 1 | 9 | — | — | 2 Wh. m. 2 St., 3 W., 1 St. u. 1 Abt. | |
| 199 | 29. Vallendar | 2,3 | 2,381 | 11 | — | 1 | 1 | — | 2 | — | 1 | — | — | — | — | — | — | 2 | 12 | 1 | 1 | 2 Wh., 1 M., 4 W., 1 Wgh., 3 St. u. 1 Abt. | |
| 200 | 30. Ehrenbreitstein | 4,6 | 1,562 | 12 | 1 | — | — | 2 | 1 | — | 1 | — | — | 1 | — | — | — | 1 | 10 | 1 | 1 | 1 Wachthäuschen, 6 W., 1 Wgh., 1 St. u. 1 Abt. | |
| 201 | 31. Horchheim | 4,2 | — | — | — | — | — | — | 1 | — | 1 | — | — | — | — | — | — | 1 | 2 | — | — | 1 M. u. 1 Abt. | |
| 202 | 32. Niederlahnstein | 1,7 | 5,906 | 24 | 2 | 2 | 1 | 1 | 2 | — | 1 | 1 | — | — | — | — | — | 1 | 7 | — | — | 5 W. u. 2 Abt. *) S. Tabelle I. 4. Sp. 60. | |
| | Fr. W.-Hütte s. N. 184. | | | | | | | | | | | | | | | | | | | | | | |
| 203 | 33. Siegburg | 3,9 | 2,791 | 13 | 1 | — | — | 1 | — | — | 1 | — | — | — | — | — | — | 1 | 10 | — | — | 2 Wh., 1 m. St., 1 Sprh. (Anbau), 5 W., 1 St. u. 1 Abt. | |
| | Obercassel s. N. 186. | | | | | | | | | | | | | | | | | | | | | | |
| 204 | 34. Bonn | 2,1 | 2,943 | 11 | 2 | — | — | — | — | — | 1 | 1 | — | — | — | — | — | — | 19 | — | — | 3 Wh., 1 Pumpenh., 6 Spansschächte, 3 W., 4 St. u. 2 Abt. | |
| | (Traject-Bahnhof.) | | | | | | | | | | | | | | | | | | | | | | |
| | Bonn s. N. 33 u. 34. | 3,1 | | | | | | | | | | | | | | | | | | | | | |
| | Köln-Trier. | | | | | | | | | | | | | | | | | | | | | | |
| | S. Tabelle I. 1, 2, 3 u. 4, N. 32, 34 u. 36. | | | | | | | | | | | | | | | | | | | | | | |
| | Köln s. N. 1. | | | | | | | | | | | | | | | | | | | | | | |
| 205 | 1. Kalscheuren s. N. 29. | 10,4 | 2,902 | 9 | 2 | — | 1 | 1 | — | — | 1 | — | — | 1 | — | — | — | — | 4 | — | — | 1 Wh., 1 C.-W., 1 W. u. 1 St. | |
| 206 | 2. Kierberg | 4,6 | 0,913 | 5 | — | 1 | — | — | — | — | 1 | — | — | — | — | — | — | — | 5 | — | — | 1 M., 2 W., 1 Eiskeller u. 1 St. m. Abt. | |
| 207 | 3. Liblar | 6,3 | 2,627 | 9 | 2 | 1 | — | — | 2 | — | 1 | — | — | — | — | — | — | 1 | 5 | 1 | 1 | 1 Wh., 2 W., 1 Wgh. u. 1 St. m. Abt. | |
| 208 | 4. Weilerswist | 6,8 | 1,517 | 8 | — | — | — | — | 2 | — | 1 | — | — | — | — | — | — | — | 3 | — | — | 1 M., 1 W. u. 1 St. m. Abt. | |
| 209 | 5. Derkum | 5,5 | 2,156 | 12 | — | — | — | — | 2 | — | 1 | — | — | — | — | — | — | — | 4 | 1 | — | 1 W., 1 Wgh., 1 St. u. 1 Abt. | |
| 210 | 6. Euskirchen | 6,2 | 8,274 | 44 | 1 | 1 | — | 1 | — | 1 | 1 | — | 1 | 1 | 1 | 1 | — | 2 | 15 | 1 | 1 | 2 M., 1 C.-W., 1 B. (Anbau), 7 W., 1 Wgh., 1 St. m. Abt. u. 2 Abt. | |
| 211 | 7. Satzvey | 7,1 | 1,209 | 5 | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | 6 | — | — | 1 Wh., 1 M., 1 Bfn., 1 W., 1 St. u. 1 Abt. | |
| 212 | 8. Mechernich | 6,7 | 3,734 | 13 | — | 2 | — | 1 | — | 1 | 1 | — | — | — | — | — | — | — | 13 | 1 | — | 2 Wh., 1 Wirthschaftsgeb., 1 M. m. Sprh., 4 W., 1 Wgh., 3 St. u. 1 Abt. | |
| 213 | 9. Call | 9,2 | 3,969 | 12 | 4 | — | — | 1 | 1 | 1 | — | — | — | — | — | — | — | — | 11 | 1 | 1 | 1 Wh., 1 M., 3 W., 1 Wgh., 1 Ueber- nachtungsl., 1 G. (frühere Wasserst.) 2 St. u. 1 Abt. | |
| 214 | 10. Söttenich | 1,1 | 1,161 | 2 | 1 | — | — | 2 | — | — | — | — | — | — | — | — | — | — | 3 | — | — | 1 Wh., 1 W. u. 1 St. | |
| 215 | 11. Urft | 2,7 | — | — | — | — | — | — | — | — | 1 | — | — | — | — | — | — | — | 2 | — | — | 1 W. u. 1 Abt. | |
| 216 | 12. Nettersheim | 5,1 | 1,164 | 3 | 2 | — | — | — | — | — | 1 | — | — | — | — | — | — | — | 3 | — | — | 2 W. u. 1 St. m. Sprh. u. Abt. | |
| 217 | 13. Blankenheim | 6,5 | 1,128 | 7 | — | — | — | — | — | — | 1 | — | — | 1 | 1 | — | — | — | 7 | — | — | 1 Wh., 1 M. m. Sprh. u. St., 2 W., 1 Bfn., 1 St. u. 1 Abt. | |
| 218 | 14. Schmidthelm | 4,5 | 1,000 | 9 | — | 1 | — | 1 | — | — | 1 | — | — | — | — | — | — | — | 7 | — | — | 1 Wh., 1 St. m. Sprh. u. M., 2 W., 1 Bfn., 1 St. u. 1 Abt. | |
| 219 | 15. Jünkerath | 9,1 | 6,191 | 19 | 7 | 2 | 2 | 1 | — | 1 | — | 2 | 1 | 1 | 2 | — | — | — | 14 | 1 | 1 | 14 Wh., 1 G. für Zugpers., 2 M., 7 W., 1 Wgh. u. 15 St. m. Abt. | |
| 220 | 16. Hillesheim | 8,3 | 2,228 | 9 | — | — | — | — | 1 | — | 1 | — | — | — | — | — | — | — | 7 | — | — | 1 Wh., 1 M. m. Sprh., 2 W., 1 Bfn. u. 2 St., 1 m. Wkch., Abt. u. M. | |
| 221 | 17. Gerolstein | 9,8 | 2,164 | 10 | 1 | — | — | 1 | 2 | 1 | 1 | — | 1 | 1 | — | — | — | — | 9 | — | — | 2 Wh., 1 M., 3 W. u. 3 St., 1 m. Sprh., Wkch. u. Abt. | |
| 222 | 18. Birresborn | 7,3 | 1,382 | 7 | — | — | — | — | 1 | — | 1 | — | — | — | — | — | — | — | 3 | — | — | 2 W. u. 1 M. m. Sprh., Wkch. u. Abt. | |

| Nummer. | Namen der Stationen. | Ent- fernung km | Schienen- geleise ausser den Haupt- geleisen. km | Weichen | | Dreh- schei- ben. Stück. | Rampen. | Schleppbahnen. | Stationsgebäude. | Locomotivschuppen. | Werkstattsgebäude. | Wasserstationen. | Coaksschuppen. | Wagenschuppen. | Güterschuppen. | Nebengebäude. | Brückenwagen. | Hebe- krahne | | Bemerkungen. | | | | |
|--|----------------------------------|-----------------------|--|---------------------|-------------------------|-----------------------------------|---------|----------------|------------------|--------------------|--------------------|------------------|----------------|----------------|----------------|---------------|---------------|-----------------|--|---|-------------------|--|---------------|-------------|
| | | | | einfache. Stück. | dreistellige. Stück. | | | | | | | | | | | | | eng- lische | | | grosse. Stück. | kleine. Stück. | feststehende. | locomobile. |
| | | | | | | | | | | | | | | | | | | ganze. | halbe. | | | | | |
| Wgh., m. 1 B. Abt. St. u. 1 St. | 223 19. Mürlenbach | 4,2 | 1,195 | 5 | 1 | | | | 1 | | | | | | 1 | 4 | | | 3 W. u. 1 Abt. m. St. u. Sprh. | | | | | |
| | 224 20. Densborn | 2,9 | 1,016 | 6 | | | | | 1 | | | | | | 1 | 2 | | 1 | 1 W. u. 1 Abt. m. M., St. u. Sprh. | | | | | |
| | 225 21. Kyllburg | 10,0 | 2,246 | 9 | | | 1 | 1 | | | | | | | 1 | 7 | 1 | 1 | 1 Wh., 1 M., 3 W., 1 Wgh. u. 1 Abt. m. Wkch., St. u. Sprh. | | | | | |
| | 226 22. Erdorf-Bitburg | 5,9 | 2,256 | 6 | 3 | | 1 | 1 | 1 | 1 | 1 | 1 | | | 1 | 8 | 1 | 1 | 2 Wh., 3 W., 2 St. u. 1 Abt. m. M., Sprh., Wkch. u. St. | | | | | |
| | 227 23. Philippsheim | 7,9 | 0,677 | 4 | | | | | 1 | | | | | | | 5 | 1 | 1 | 1 Wh., 1 W., 1 Bfn., 1 St. u. 1 Abt. m. Sprh. u. St. | | | | | |
| Sp. 60. | 228 24. Speicher | 3,1 | 1,319 | 7 | 2 | | | | 1 | 1 | | | | | | 8 | 1 | 1 | 1 Wh., 1 M., 3 W., 1 Wgh., 1 Bfn. u. 1 Abt. m. Wkch., Sprh. u. St. | | | | | |
| 5 W., | 229 25. Auw | 3,4 | 0,645 | 4 | | | | | 1 | | | | | | | 5 | | 1 | 1 Wh., 1 W., 1 Bfn., 1 St. u. 1 Abt. m. Sprh. u. St. | | | | | |
| | 230 26. Cordel | 11,3 | 1,437 | 6 | | | | | 1 | 1 | | | | | | 7 | | 1 | 1 Wh., 2 W., 1 Bfn., 2 St. u. 1 Abt. m. Sprh. u. St. | | | | | |
| chte, 3 | 231 27. Ehrang | 5,9 | 3,567 | 15 | 2 | | | | 1 | 1 | | 1 | 1 | | | 9 | | 1 | 2 Wh., 3 W., 1 Bfn., 2 St. u. 1 Abt. m. M., Wkch., Sprh. u. St. | | | | | |
| | 232 28. Trier | 8,1 | 6,451 | 21 | 5 | 3 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 28 | 1 | 1 | 10 Wh., 6 W., 1 Wgh., 9 St. u. 2 Abt. *) s. Tabelle I. Sp. 60. | | | | | |
| | Ehrang s. N. 231. | | | | | | | | | | | | | | | | | | | | | | | |
| | 233 29. Quint | 2,9 | — | | | | | | 1 | | | | | | | 2 | | | 1 W. u. 1 Abt. | | | | | |
| | Kölner Verbindungsbahnen. | | | | | | | | | | | | | | | | | | | | | | | |
| m. Abt. Abt. | 234 1. Köln-Gereon | — | 30,753 | 84 | 17 | 8 | 2 | 2 | 38 | 1 | 1 | 3 | 3 | 1 | 3 | 3 | 7 | 65 | 2 | 5 | 3 | 2 B. (für Telegr.), 1 B. (für Steuerbeh.), 1 Gb., 1 B. für d. Zollcasse m. Sprh., 1 G. für Zuggers., Arbeit. u. s. w., 1 Wh. u. 1 St. für d. Steuerinsp., 1 Wh. u. 1 St. für d. Bahnhofinsp., 1 Uhrthurm, 2 M. (Schuppen), 2 C.-W., 4 Schlauch- resp. Sprh., 38 W., 2 Wgh. u. 6 Abt. | | |
| W., 1 1 Abt. Sprh. | 235 2. Nippes | — | 18,374 | 32 | 3 | | | 1 | 79 | 15 | | 15 | 1 | 3 | | 209 | 3 | 19 | 10 | a. der Central-Werkst.: 1 techn. Schule, 83 Wh., 5 m. Anbau, 5 B. m. Wohnung, 1 Laboratorium, 7 M., 3 Holzsch., 7 Sch. für Holzl., 1 Deckenstallage, 3 Wgh., 6 Portierb., 2 W., 20 St. u. 54 Abt. b. der Gasanstalt: 1 B., 1 Schlauchb., 1 Retortenh., 1 Reinigungsh., 3 Gasometer u. 2 Abt. c. der Imprägnir-Anstalt: 1 B., 1 Kesselh. m. Maschinenb., 1 Heizofen, 2 Trockensch., 1 Trockenh. u. 1 Abt. (*) 1 Masch.-Reservesch., 2 Drehereien, 1 m. Masch.-Reparatur- u. Tender-Sch., 1 Wagensch., 1 Weichensch., 1 Hebesch., 1 Lackirerei m. Hebesch., 3 Kesselh., 1 Giesserei, 1 Oelkocherei, 2 Schm. u. 1 Kohlenwäsche. | | | | |
| W., 1 1 Bfn., 7 W., Bfn. u. Sprh., Abt. | 236 3. Köln-Rheinstation | — | 4,43 | 24 | 1 | 2 | | 1 | | | | | | | | 3 | 9 | 1 | 1 | 1 Brückenw.-Wh., 1 Halle, 1 M., 1 Wgh., 3 W. u. 2 Abt. Davon 1 unter d. Halle. | | | | |
| | 237 4. Köln-Thürmchen | — | 2,754 | 15 | 2 | | | | | | | | | | | 3 | | 1 | 1 Assistenten-B. 1 Sprh. u. 1 Abt. (Pumpst.) | | | | | |
| | 238 5. Nippes | — | 0,976 | 5 | | | | | | | | | | | | 1 | | | 1 W. | | | | | |
| | 239 6. Köln-Pantaleon | — | 2,225 | 6 | 3 | | | 7 | 1 | 1 | 1 | 1 | | | | 2 | 7 | 1 | 1 | 1 M. m. Arbeiterr., 1 Wgh., 1 W., 1 Sprh., 1 St. u. 2 Abt. (Ausguss.) | | | | |
| | 240 7. Blockstation | — | — | 3 | | | | | | | | | | | | 1 | | | 1 Telegr.- u. Wärterb. | | | | | |

Zusammenstellung

der am

Schlusse des Jahres 1879 vorhandenen Locomotiven nebst Angabe der
Haupt-Constructionstheile und der Kosten der Beschaffung.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
|----------------------------------|------------------------------|--|---|------------------|------------|-----------------|-----------------|--------|---------------------------------------|--------------------|-----------|------------------------------------|---------------------------------------|--------------------------|--------------------------------|-------------------|-----------------------|---|------|------|
| Laufende Nr. | Bezeichnung der Locomotiven. | Namen des Fabricanten und des Fabrikortes. | Zeit des Eintritts in den Dienst. Jahr. | Cylinder. | | Lage derselben. | Kessel. | | Heizfläche | | | Ueberdruck des Dampfes per qcm kg. | Mit oder ohne Expansions-Vorrichtung. | Räder. | | | Anzahl der Laufräder. | Gesamtdruck aller Treibräder auf die Schienen bei gefüllter Maschine. | | |
| | | | | Durchmesser. mm. | Kolbenhub. | | Durchmesser. m. | Länge. | Anzahl der Heizrohre. im Feuerkasten. | in den Rohren. qm. | in Summa. | | | Anzahl im Ganzen. Stück. | Durchmesser der Treibräder. m. | der Laufräder. t. | | | | |
| I. Personenzug-Maschinen. | | | | | | | | | | | | | | | | | | | | |
| a) Ungekuppelte. | | | | | | | | | | | | | | | | | | | | |
| 1 | Drachenfels | A. Borsig in Berlin. | 1857 | 381 | 508 | | 1,177 | 3,610 | 160 | 5,76 | 80,21 | 85,97 | 6,6 | | 6 | 2 | 1,981 | 1,4 | 14,0 | |
| 2 | Landskrone | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 3 | Loreley | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 4 | Roland | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 5 | Phönix ² | | | 1855 | 356 | | | 1,072 | 3,125 | 143 | 5,42 | 58,91 | 63,73 | " | " | " | " | 1,700 | 1,4 | 11,2 |
| 6 | Pluto ² | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 7 | Adler | | | 1858 | 381 | | | 1,147 | 3,295 | 160 | 5,91 | 73,08 | 78,99 | " | " | " | " | " | " | 14,0 |
| 8 | Windsbraut | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 9 | Blücher | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 10 | Blitz | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 11 | Germania | | | 1859 | " | " | | 1,152 | " | " | " | " | " | 7,1 | " | " | " | " | " | " |
| 12 | Borussia | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 13 | Victoria | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 14 | Stolzenfels | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 15 | Colonia | Carlsruher Maschinenbau-Gesellschaft. | 1860 | " | " | | 1,203 | 3,478 | " | 6,15 | 76,68 | 82,83 | " | " | " | " | " | " | " | |
| 16 | Rhenania | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 17 | Ernst M. Arndt | | | " | " | " | | 1,151 | 3,295 | " | 5,91 | 73,58 | 79,49 | " | " | " | " | " | " | " |
| 18 | Frhr. v. Stein | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 19 | Hohenzollern | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 20 | York | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 21 | Köln-Crefeld | | 1856 | " | " | | 1,152 | 3,609 | 182 | 5,91 | 83,42 | 89,34 | 6,6 | " | " | " | " | " | " | |
| 22 | Longerich | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 23 | Worringen | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 24 | Dormagen | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 25 | Schiller | | 1860 | " | " | | 1,151 | 3,295 | 160 | 5,91 | 73,58 | 79,49 | 7,1 | " | " | " | " | " | " | |
| 26 | Goethe | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 27 | Overstolz | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 28 | Grein | A. Borsig in Berlin. | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 29 | Wallraf | | | 1861 | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 30 | Richartz | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 31 | Beethoven | | | " | " | " | | " | " | 157 | " | " | " | " | " | " | " | " | " | " |
| 32 | Rubens | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 33 | Königin Augusta | | 1862 | " | " | | " | " | " | " | 72,20 | 78,11 | " | " | " | " | " | " | " | |
| 34 | König Wilhelm | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 35 | Fürstenberg | | 1863 | " | " | | " | " | " | 5,86 | 72,25 | " | " | " | " | " | " | " | " | |
| 36 | Agrippina ² | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 37 | Schwaneburg | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 38 | Niers | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 39 | Seydlitz | | " | " | " | | " | " | 160 | " | 73,63 | 79,49 | " | " | " | " | " | " | " | |
| 40 | Erft | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 41 | Masui | Kölnische Maschinenbau-Gesellschaft. | 1864 | " | " | | " | " | " | 5,83 | 73,17 | 79,00 | " | " | " | " | " | " | " | |
| 42 | Mellin | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 43 | Dav. Hausemann | | | " | " | " | | " | " | " | 5,86 | 73,63 | 79,49 | " | " | " | " | " | " | " |
| 44 | Scharnhorst | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 45 | Gneisenau | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 46 | Schwerin | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 47 | Falke | | 1865 | " | " | | 1,177 | " | " | 5,91 | 73,78 | 79,69 | 8 | " | " | " | " | " | " | |
| 48 | Pfeil | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 49 | Merkur ² | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 50 | Courier | A. Borsig in Berlin. | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " | |
| 51 | Telegraph | | | 1866 | " | " | | " | " | " | 5,88 | 73,63 | 79,49 | " | " | " | " | " | " | " |
| 52 | Pegasus | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 53 | Minerva | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 54 | Ceres | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 55 | Komet | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 56 | Nordstern | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 57 | Sirius | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |
| 58 | St. Gotthard | | | " | " | " | | " | " | " | " | " | " | " | " | " | " | " | " | " |

58 ungekuppelte Personenzug-Maschinen zusammen, jede durchschnittlich.

| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|--|--------------------------|--|-----------------------------------|-------------------|-------------------|---|--------------------------|---------------------|--------------|--------------|--|
| Anzahl der Räder und Treib- räder auf die Schienen bei gefüllter Maschine. | Aeusserer Radstand. m | Gesamtes Eigengewicht incl. Achsen & Räder. | | Tender. | | | Beschaffungskosten | | | Bemerkungen. | |
| | | ohne Wasser und Kohlen. t | mit Wasser und Kohlen. t | Räder. | | Eigengewicht incl. durchschnitt. Füllung mit Wasser u. Kohlen. t | der Locomotiven. M | der Tender. M | in Summa. | | |
| | | | | Anzahl. Stück. | Durchmesser. m | | | | | | Aeusserer Rad- stand. m |
| 14,0 | 4,394 | 26,9 | 29,5 | 6 | 1,219 | 3,295 | 15,9 | 43,200 | 9 000 | 52 200 | In 4 durch Balanciers verbundenen Langfedern und einer Querfeder für die Laufachse hinter dem Feuerkasten. |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| 11,2 | 3,989 | 20,5 | 23,9 | " | 1,059 | 2,825 | 12,5 | 38 400 | 7 800 | 46 200 | Federn der Vorder- und Treibachse mit Balanciers, Hinterachse, Querfedern. |
| " | " | " | " | " | " | " | " | " | " | " | |
| 14,0 | 3,962 | 25,0 | 29,0 | " | " | 3,295 | 17,5 | 41 400 | 9 000 | 50 400 | |
| " | " | " | " | " | " | " | " | 42 300 | " | 51 300 | Ohne hohe Dome. |
| " | " | " | " | " | " | " | " | 41 400 | " | 50 400 | |
| " | " | " | " | " | " | " | " | 39 900 | " | 48 900 | |
| " | " | " | " | " | " | " | " | 39 000 | " | 48 000 | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | 4,263 | " | 28,5 | " | 1,079 | " | " | 38 100 | " | 47 100 | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | 3,962 | " | 29,0 | " | 1,059 | " | " | 39 000 | " | 48 000 | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | 4,369 | " | " | " | " | " | " | 39 750 | 7 500 | 47 250 | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | 3,962 | " | " | " | " | " | " | 41 280 | 9 000 | 50 280 | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | 41 700 | " | 50 700 | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | 36 000 | " | 45 000 | |
| " | " | " | " | " | " | " | " | 38 700 | " | 47 700 | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | 4,132 | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | 40 500 | " | 49 500 | Achsen und Bandagen aus Gussstahl. Zur Kesselspeisung dienen 2 In-jectoren. |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| " | " | " | " | " | " | " | " | " | " | " | |
| | | 1 448,6 | 1 672,8 | | | | 998,6 | 2 333 640 | 513 600 | 2 847 240 | |
| | | 25,0 | 28,8 | | | | 17,2 | 40 235 | 8 855 | 49 090 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
|----------------|------------------------------------|--|---|--------------------|------------|--------------------|-------------------|--------|---|-------------------------|-----------|--|---|---|--------------------------------------|--|-------|----|
| Laufende Nr. | Bezeichnung der Locomotiven. | Namen des Fabricanten und des Fabrikortes. | Zeit des Eintritts in den Dienst. Jahr. | Cylinder. | | Lage derselben. | Kessel. | | Heizfläche | | | Ueberdruck des Dampfes per qcm. kg | Mit oder ohne Expansions- Vorrichtung. | Räder. | | Adhärirendes Gewicht und Gesamtdruck aller Treib- räder. | | |
| | | | | Durchmesser. mm | Kolbenhub. | | Durchmesser. m | Länge. | Anzahl der Heizrohre. im Feuerkasten. | in den Rohren. in qm | in Summa. | | | Anzahl im Ganzen. der Treibräder. Stück. | Durchmesser der Treibräder. mm | | | |
| b) Gekuppelte. | | | | | | | | | | | | | | | | | | |
| 59 | Hertha | | 1867 | 406 | 559 | | 1,255 | 3,282 | 171 | 6,40 | 79,59 | 85,99 | 8 | | 6 | 4 | 1,700 | |
| 60 | Fortuna | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 61 | Scalitz | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 62 | Gitschin | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 63 | Königgrätz | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 64 | Münchengrätz | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 65 | Hansa | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 66 | Vorwärts ² | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 67 | Sadowa | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 68 | Gazelle | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 69 | Sturm | | 1869 | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 70 | Meteor | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 71 | Argus | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 72 | Juno | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 73 | Schwan | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 74 | Freya | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 75 | Concordia | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 76 | Titania | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 77 | Kronprinz | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 78 | Schinkel | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 79 | Cornelius | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 80 | Rauch | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 81 | Franconia | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 82 | Helvetia | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 83 | Teutonia | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 84 | Allemannia | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 85 | Mozart | | 1870 | " | " | | 1,226 | " | " | " | " | " | 9 | | " | " | 1,524 | 2 |
| 86 | Kepler | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 87 | Copernicus | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 88 | Berzelius | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 89 | Leopold v. Buch | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 90 | Immanuel Kant | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 91 | Spicheren | A. Borsig in Berlin. | 1871 | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 92 | Weissenburg | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 93 | Wörth | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 94 | Metz | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 95 | Strassburg | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 96 | Schlettstadt | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 97 | D. deutsche Kaiser | | " | " | " | | " | " | " | " | " | " | " | | " | " | 1,700 | 2 |
| 98 | Paris | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 99 | Rouen | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 100 | Versailles | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 101 | Orleans | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 102 | Elsass | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 103 | Lothringen | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 104 | Guttenberg | | 1872 | 452 | " | | 1,230 | 3,440 | 7,12 | 83,67 | 90,79 | " | " | | " | " | 1,860 | 2 |
| 105 | Newton | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 106 | Galilei | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 107 | Klaproth | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 108 | Fichte | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 109 | Gauss | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 110 | Halley | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 111 | Enke | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 112 | Herschel | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 113 | Euler | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 114 | Fraunhofer | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 115 | Weissbach | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 116 | Wieland | | 1873 | 406 | " | | 1,226 | 3,282 | 6,40 | 79,59 | 85,99 | " | " | | " | " | 1,524 | 2 |
| 117 | Herder | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 118 | Haydn | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 119 | Uhland | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 120 | Lessing | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 121 | Körner | | " | " | " | | " | " | " | " | " | " | " | | " | " | " | |
| 122 | v. Pommer-Esche | | " | " | " | | 1,230 | 3,440 | 7,12 | 83,67 | 90,79 | " | " | | " | " | 1,860 | 2 |

Altan'sche Cou-
lissensteuerung
mit gekreuzten
Stangen.

Aussen-
liegend
horizontal.

A. Borsig in Berlin.

| 18 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---------------------------------------|--|---------------------|--|------|-------------------|-------------------|---------------------|---|------------------|-------------|--------------|-----------|
| Räder. Durchmesser der Treibräder. | Aehärvendes Gewicht und Gesammtdruck aller Treibräder auf die Schienen bei gefüllter Maschine. | Aeusserer Radstand. | Gesammtes Eigengewicht incl. Achsen & Räder. | | Tender. | | | Beschaffungskosten. | | | Bemerkungen. | |
| | | | ohne Wasser und Kohlen. | | Räder. | | Aeusserer Radstand. | Eigengewicht incl. durchschnittl. Füllung mit Wasser u. Kohlen. | der Locomotiven. | der Tender. | | in Summa. |
| | | | t | m | Anzahl. Stück. | Durchmesser. m | | | | | | |
| 1,700 | 22,0 | 4,237 | 30,0 | 34,0 | 6 | 1,050 | 3,296 | 17,5 | 45 900 | 9 000 | 54 900 | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
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| » | » | » | » | » | » | » | » | » | 40 350 | » | 49 350 | |
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| » | » | » | » | » | » | » | » | » | » | » | » | |
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| » | » | » | » | » | » | » | » | » | » | » | » | |
| 1,524 | 21,0 | 4,080 | 29,8 | 33,0 | » | » | » | » | 37 650 | » | 46 650 | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| 1,700 | 22,0 | 4,237 | 30,0 | 34,0 | » | » | » | » | 39 000 | » | 48 000 | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| 1,860 | 26,5 | 4,400 | 34,3 | 37,6 | » | » | » | 20,5 | 40 800 | » | 49 800 | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
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| » | » | » | » | » | » | » | » | » | » | » | » | |
| 1,524 | 21,0 | 4,080 | 29,8 | 33,0 | » | » | » | 17,5 | 41 400 | » | 50 400 | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| » | » | » | » | » | » | » | » | » | » | » | » | |
| 1,860 | 26,5 | 4,400 | 34,3 | 37,6 | » | » | » | 20,5 | 42 900 | » | 51 900 | |

Achsen und Bandagen aus Gussstahl. Zur Kesselspeisung dienen 2 Injectoren.

| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---------------------------------------|---|---------------------|--|------------------------------|-------------------|-------------------|--------------------------|---|---------------------|----------------|--------------|---|
| Rech- esser der Fahr- räder. | Gesamtdruck aller Treib- räder auf die Schienen bei gefüllter Maschine. | Aeusserer Radstand. | Gesamtes Eigengewicht incl. Achsen & Räder. | | Tender. | | | Beschaffungskosten | | | Bemerkungen. | |
| | | | ohne Wasser und Kohlen. | mit Wasser und Kohlen. | Räder. | | Aeusserer Rad- stand. | Eigengewicht incl. durchschnittl. Füllung mit Wasser u. Kohlen. | der Locomotiven. | der Tender. | | in Summa. |
| | | | | | Anzahl. Stück. | Durchmesser. m | | | | | | |
| 1,6 | 26,5 | 4,400 | 34,3 | 37,6 | 6 | 1,059 | 3,295 | 20,5 | 42 900 | 9 000 | 51 900 | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | 3,610 | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | 24,7 | " | 32,7 | 35,7 | " | " | " | " | 26 700 | 6 700 | 33 400 | Achsen und Bandagen aus Gussstahl. Zur Kesselspeisung dienen 2 In- jectoren. |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | 24,8 | 5,200 | 33,5 | 36,2 | 4 | " | 2,520 | 17,5 | 34 000 | 8 500 | 42 500 | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | 24,6 | 4,400 | 32,2 | 35,5 | 6 | " | 3,610 | " | 35 200 | 8 800 | 44 000 | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | | | 3 180,3 | 3 525,0 | . | . | . | 1864,0 | 3 932 000 | 877 300 | 4 809 300 | |
| | | | 31,5 | 35,3 | . | . | . | 18,8 | 39 320 | 8 773 | 48 093 | |
| 1,6 | 15,0 | 3,191 | 20,5 | 22,9 | 4 | 1,067 | 2,092 | 17,5 | 34 500 | 6 000 | 40 500 | In 6 Langfedern, von denen die hinteren durch Balanciers verbunden. Alle Achsen vor dem Feuerkasten. |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| 1,6 | 31,5 | 3,557 | 27,0 | 31,5 | 6 | " | 3,322 | 21,0 | 43 500 | 8 700 | 52 200 | In 4 Langfedern, von denen die hinteren mittelst Balanciers auf die Achse drücken und die andern durch Querfedern verbunden sind. Alle Achsen liegen vor dem Feuerkasten. |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| 1,6 | 25,2 | 4,394 | 26,6 | 31,0 | " | 1,059 | 3,295 | 17,5 | 47 100 | 9 000 | 56 100 | Vorderachse mit Treibachse gekuppelt, Hinterachse hinter der Feuer- büchse. Ohne hohe Dome. |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | " | " | " | |
| | " | " | " | " | " | " | " | " | 43 500 | " | 52 500 | Wie vor, aber mit hohen Domen. |
| 1,6 | 22,5 | 3,452 | 26,5 | 30,0 | " | 0,941 | 2,772 | " | 44 142 | " | 53 142 | Ohne hohe Dome. Das ganze Gangwerk liegt ausserhalb der Rahmen. (System Hall) |
| | " | " | " | " | " | " | " | " | " | " | " | |
| 0,6 | 26,3 | 3,349 | 32,5 | 35,0 | " | 1,059 | 3,295 | " | 43 950 | " | 52 950 | (ad 177-180). Alle 6 Räder vor der Feuerbüchse. Treib- und Hinter- achse gekuppelt. |
| | " | " | " | " | " | " | " | " | " | " | " | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|--------------|------------------------------|--|--|--------------------|------------|-----------------------------------|-------------------|--------|---|---|--------------------|--------|---------------------------------------|--|--------|----|---|------|----|
| Laufende Nr. | Bezeichnung der Locomotiven. | Namen des Fabricanten und des Fabrikortes. | Zeit des Eintritts in den Dienst. Jahr. | Cylinder. | | Lage derselben. | Kessel. | | | Heizfläche | | | Ueberdruck des Dampfes per qcm. kg | Mit oder ohne Expansions-Vorrichtung. | Räder. | | Adhäsives Gewicht und Gesamtdruck aller Treibräder auf die Schienen bei t | | |
| | | | | Durchmesser. mm | Kolbenhub. | | Durchmesser. m | Länge. | Anzahl der Heizrohre. im Feuerkasten. in den Rohren. in Summa. qm | Anzahl im Ganzen. der Treibräder. der Treibräder. Stück. | Durchmesser. mm | | | | | | | | |
| 179 | Schweiz | A. Borsig in Berlin. | 1860 | 432 | 610 | Ausens- liegend horizontal. | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | Stephenson'sche Coulissen-Steuerung mit offenen Stangen. | 6 | 4 | 1,200 | 26,5 | |
| 180 | Belgien | | 1860 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 181 | Horrem | | 1856 | 406 | 500 | | 1,152 | 4,000 | 182 | 6,30 | 94,26 | 100,56 | 6,6 | | 6 | 4 | 1,200 | 27,0 | |
| 182 | Norf | | 1860 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 183 | Osterath | | 1861 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 184 | Carl der Grosse | | 1861 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 185 | Barbarossa | | 1861 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 186 | Vulcan ² | | 1861 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 187 | Atlas ² | | 1861 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 188 | Hector ² | | 1861 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 189 | Achilles ² | | 1861 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 190 | Waal | | 1862 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 191 | Kraft | | 1862 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 192 | Holland | | 1862 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 193 | Eifel | | 1863 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 194 | Maas | | 1863 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 195 | Düppel | | 1865 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 196 | Alsen | | 1865 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 197 | Schleswig | | 1865 | 432 | 610 | | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | | 6 | 4 | 1,200 | 26,5 | |
| 198 | Holstein | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 199 | Ruhr | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 200 | Sieg | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 201 | Ems | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 202 | Schley | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 203 | Lahneck | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 204 | Asterstein | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 205 | Hammerstein | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 206 | Königsstuhl | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 207 | Friedr. der Grosse | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 208 | Columbus | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 209 | James Watt | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 210 | Stephenson | 1865 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 211 | Löwenburg | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 212 | Olbrück | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 213 | Hochacht | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 214 | Kelberg | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 215 | Nürburg | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 216 | Brenner | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 217 | Splügen | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 218 | Donnersberg | 1868 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 219 | Ahrenfels | 1869 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 220 | Oelberg | 1869 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 221 | Petersberg | 1869 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 222 | Tannus | 1869 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 223 | Johannisberg | 1869 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 224 | Porta nigra | 1869 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 225 | Yssel | 1870 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 226 | Lenne | 1870 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 227 | Saale | 1870 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |
| 228 | Havel | 1870 | 432 | 610 | 1,230 | 4,159 | 177 | 6,85 | 102,58 | 109,43 | 7,1 | 6 | 4 | 1,200 | 26,5 | | | | |

70 zweifach gekuppelte Güterzug-Maschinen
jede durchschnittlich

b) Dreifach gekuppelte.

| | | | | | | | | | | | | | | | | | | |
|-----|----------------------|----------------------|------|-----|-------|-----------------------------------|-------|-------|--------|--------|--------|--------|---|--|------|---|-------|------|
| 229 | Rhein ² | A. Borsig in Berlin. | 1866 | 470 | 610 | Ausens- liegend horizontal. | 1,360 | 4,159 | 213 | 8,57 | 124,50 | 133,27 | 8 | Stephenson'sche Coulissen-Steuerung mit offenen Stangen. | 6 | 6 | 1,200 | 40,0 |
| 230 | Weser | | 1866 | 470 | 610 | | 1,360 | 4,159 | 213 | 8,57 | 124,50 | 133,27 | 8 | | 6 | 6 | 1,200 | 40,0 |
| 231 | Elbe | | 1866 | 470 | 610 | | 1,360 | 4,159 | 213 | 8,57 | 124,50 | 133,27 | 8 | | 6 | 6 | 1,200 | 40,0 |
| 232 | Oder | | 1866 | 470 | 610 | | 1,360 | 4,159 | 213 | 8,57 | 124,50 | 133,27 | 8 | | 6 | 6 | 1,200 | 40,0 |
| 233 | Weichsel | | 1866 | 470 | 610 | | 1,360 | 4,159 | 213 | 8,57 | 124,50 | 133,27 | 8 | | 6 | 6 | 1,200 | 40,0 |
| 234 | Eider | | 1866 | 470 | 610 | | 1,360 | 4,159 | 213 | 8,57 | 124,50 | 133,27 | 8 | | 6 | 6 | 1,200 | 40,0 |
| 235 | Jupiter ² | 1866 | 470 | 610 | 1,360 | 4,159 | 213 | 8,57 | 124,50 | 133,27 | 8 | 6 | 6 | 1,200 | 40,0 | | | |

| 8 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|--------------|---------------------|--------------------|---|--------------|---------|---------------------|---|------------------|---------------------|-----------|--|--------------|
| er. | | | Gesamtes Eigengewicht incl. Achsen & Räder. | | Tender. | | | | Beschaffungskosten. | | | Bemerkungen. |
| Durchmesser. | Aeusserer Radstand. | ohne | mit | Räder. | | Aeusserer Radstand. | Eigengewicht incl. durchschnittl. Füllung mit Wasser u. Kohlen. | der Locomotiven. | der Tender. | in Summa. | | |
| m | m | Wasser und Kohlen. | Anzahl. | Durchmesser. | Stück. | | | | | | m | |
| 26,3 | 3,349 | 32,5 | 35,0 | 6 | 1,059 | 3,295 | 17,5 | 43 950 | 9 000 | 52 950 | (ad 177-180). Alle 6 Räder vor der Feuerbüchse. Treib- und Hinterachse gekuppelt. | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| 27,4 | 3,336 | 28,0 | 31,5 | " | " | " | " | 42 150 | 7 500 | 49 650 | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| 26,3 | 3,349 | 32,5 | 35,0 | " | " | " | " | 46 110 | 9 000 | 55 110 | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | 46 800 | " | 55 800 | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | 3,191 | " | " | " | " | " | " | 42 000 | " | 51 000 | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | 43 500 | " | 52 500 | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | 43 800 | " | 52 800 | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| 29,4 | 2,50 | 25,4 | 29,4 | 4 | " | 2,511 | 15,3 | 40 200 | 75 00 | 47 700 | Achsen und Bandagen von Gussstahl. Zur Kesselspeisung dienen 2 Injectoren. | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| 31,3 | " | 27,6 | 31,3 | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| 29,4 | " | 25,4 | 29,4 | " | " | " | " | 38 400 | " | 45 900 | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| 28,0 | 2,665 | 24,1 | 28,0 | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| | | 2008,1 | 2236,3 | | | | 1199,4 | 2 980 194 | 585 300 | 3 565 494 | | |
| | | 28,7 | 31,9 | | | | 17,1 | 42 574 | 8 361 | 50 936 | | |
| 40,0 | 3,191 | 34,8 | 40,0 | 6 | 1,059 | 3,295 | 17,5 | 50 400 | 9 000 | 59 400 | Sämtliche dreifach gekuppelte Güterzug-Maschinen haben Achsen aus Gussstahl. Zur Kesselspeisung dienen 2 Injectoren. | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |
| " | " | " | " | " | " | " | " | " | " | " | | |