

0-4-0

0-6-0

0-8-0

0-10-0

0-10-2 Union

2-4-0 Porter

2-6-0 Mogul

2-8-0 Consolidation

2-10-0 Decapod

2-4-2 Columbia

2-6-2 Prairie

2-8-2 Mikado, MacArthur

2-10-2 Santa Fe

2-6-4 Adriatic(1)

2-8-4 Berkshire, Kanawha

2-10-4 Texas, Colorado

4-4-0 American

4-6-0 Ten Wheeler

4-8-0 Twelve Wheeler, Mastodon

4-10-0 *El Gobernador*, Mastodon(2)

4-4-2 Atlantic

4-6-2 Pacific

4-8-2 Mountain, Mohawk

4-10-2 Southern Pacific, Overland

4-12-2 Union Pacific

4-4-4 Jubilee

4-6-4 Hudson, Baltic

4-8-4 Northern, Niagara, Greenbrier, Dixie, Pocono, Wyoming, Golden State

Articulated

0-6-6-0

2-6-6-0

2-6-6-2

2-6-8-0

0-8-8-0

2-8-8-0

2-6-6-4

2-6-6-6 Allegheny, Blue Ridge

2-8-8-2 Chesapeake(3)

4-6-6-4 Challenger

4-8-8-4 Big Boy

2-8-8-4 Yellowstone

2-10-10-2

2-8-8-8-2

2-8-8-8-4

The Pennsy experimentals

S1 6-4-4-6

S2 6-8-6

T1 4-4-4-4

Q1 4-6-4-4

Q2 4-4-6-4

The S1,T1,Q1 and Q2 were not articulated, but were divided drive duplexes. It's also not quite fair to call the T1 and the Q2 experimental, as there were about 25 built of each. The S1,S2, and Q1 were one of a kind. [there was also a 4-4-4-4 duplex built for the B&O].

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(1)none in North America. Oddly enough, 2-6-4 was a very popular Lionel wheel arrangement.

(2)Yes, Mastodon was used for the 4-8-0 and the 4-10-0. And it's further ironic that the 4-10-0 had two different names as there was only one locomotive of that type in the U.S.(on SP)

(3)not generally used