

Mountain Copper Co./Iron Mountain Railway

Equipment Roster

Locomotives:

Number	Type	Builder	C/N	Date	Cyl	Drivers	Notes
#1	0-4-4-T	H.K. Porter	1623	10/1895	12x18	36	1
#2	0-4-4T	H.K. Porter	1661	4/1896	12x18	36	2
#3	0-4-4T	H.K. Porter	1703	12/1896	12x18	36	3
#4	0-4-4T	H.K. Porter	1777	8/1897	12x18	36	4
#5	0-4-4T	H.K. Porter	2013	7/1899	14x18	40	5
#6	2T Shay	Lima	2494	1/1912	10x10	29	6
#7*	2T Shay	Lima	808	4/1904	8x12	28	7
#8	2T Shay	Lima	2736	11/1913	10x10	29	8
#9*	2T Shay	Lima	2805	6/1915	10x12	24.5	9
#10	2T Shay	Lima	2960	1/1918	10x10	29	10

* Used only at Mococo

Pittsburgh-Mt Shasta Mining Co.

#1	2T Shay	Lima	2797	4/1915	8x12	29	11
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Rolling Stock:

Iron Mountain Ry. used three types of ore cars, 72 total:

16', 8 wheel, hopper bottom, iron body, capacity 18 tons, new 1898

16', 8 wheel, side dump, iron body, capacity 18 tons, new 1906 12

6', 4 wheel, side dump, iron body, capacity 8 tons, new 1896

Flats cars, two types, 22 total:

28', 8 wheel, wood body, capacity 18 tons, new 1898, 6 total

16', 4 wheel, wood body, capacity 8 tons, new 1896, 16 total 13

Caboose cars, 3 total:

2 cars, wood body, home built 1896, off roster (to Mococo?) by 1912

1 car, 11', wood body, home built, acquired 2nd hand 1907

Rail motor, automobile engine, acquired 2nd hand in 1911.

Notes

Note 1: Transferred to Mococo in 1905. Scrapped prior to 1939.

Note 2: Scrapped at Matheson after 1933.

Note 3: Transferred to Mococo 1921. Scrapped sometime after 1939.

Note 4: Scrapped at Matheson after 1933.

Note 5: Transferred to Mococo in 1905. Scrapped sometime after 1939.

Note 6: Purchased new. Stored at Matheson in 1927 and sold to the Michigan-California Lumber Co. in 1934 as 2nd #6. Scrapped 1950.

Note 7: Purchased second hand in 1912 for use at Mococo. Scrapped 1949.

Note 8: Scrapped at Matheson in 1933.

Note 9: Purchased new for use at Mococo. Scrapped 1947

Note 10: Sold to the Michigan- California Lumber Co. in 1929 as their #10. Scrapped in 1950.

Note 11: Purchased new by the American Smelting and Refining Co. for use by the Dairy Farm Mining Co. as their #1.
Sold to the Pittsburg- Mt Shasta Mining Co. in 1918. Stored at Keswick after 1927. Thought to have been
scrapped circa 1940.

Note 12: Constructed using 16' flat car frames and the iron bodies from 6' ore cars

Note 13: Car frames utilized to build 16' side dump cars.

All equipment 36" gauge.

This document compiled by Greg Maxwell.

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