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Register: Steam locomotives of the RhB, where are they now?

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Above: RhB No. 1 Rhatia on the Blonay-Chamby in 1975.
Photo: Alan Pike OBE

Steam locomotives of the RhB, where are they now?

by Sue Knight

G 3/4 (1 - 5)

Tank locos purchased by the Landquart-Davos Company (LD) from SLM. In use between Landquart and Davos. 300h.p. Max. 45kph.

1 Rhatia	1889	1928 out of service stored at Landquart depot. 1947 to Blonay-Chamby 1988 returned to RhB
2 Prätigau	1889	1925 broken up.
3 Davos	1889	1917 sold to Luxembourg and renumbered 53 1943 taken over by Deutsche Reichbahn (DR) renumbered 99.271 1945 returned to Luxembourg renumbered 351 1954 withdrawn / scrapped
4 Flüela	1889	1917 sold to Luxembourg renumbered 54 1943 taken over by DR renumbered 99.272 1945 returned to Luxembourg renumbered 352 1955 withdrawn / scrapped
5 Engadin	1889	1917 sold to Luxembourg renumbered 55 1943 taken over by DR renumbered 99.273 1945 returned to Luxembourg renumbered 353 1954 withdrawn and scrapped

G3/4 (6 - 8)

Tank locos purchased by the RhB for the opening of the Landquart - Chur - Thusis line

6 Landquart	1896	1923 sold to Brazil
7 Chur	1896	1923 sold to Ferrovie regionali Ticinesi (FRT) later the FART. 1943 withdrawn and scrapped
8 Thusis	1896	1923 sold to FRT 1943 withdrawn and scrapped

G3/4 (9 - 16)

Tank locos purchased by the RhB from SLM. More powerful, larger locos. This series of locos were not given names. Top speed 55kph.

- | | | |
|----|------|--|
| 9 | 1901 | 1926 sold to the SBB for use on the Brünig line No. 217
1941 withdrawn and scrapped |
| 10 | 1901 | 1926 sold to the SBB for use on the Brünig line No. 212
1942 withdrawn and scrapped |
| 11 | 1902 | 1977 sold to the Modellbaufreunde Eiger and based at Zweilütschinen. Still in use. |
| 12 | 1902 | 1923 sold to the Stahlwerk Sagunto in Spain. c. 1970 withdrawn and scrapped. |
| 13 | 1902 | With the RhB reserve fleet
1950 withdrawn and broken up. |
| 14 | 1902 | 1972 sold to the Appenzell Railways and based at Herisau in use for special trains. |
| 15 | 1908 | 1924 sold to the SBB for use on the Brünig line No. 215
1942 withdrawn and scrapped |
| 16 | 1908 | 1924 sold to the SBB for use on the Brünig line No. 216. |

G 2 x 2/2 Mallet (21 - 22)

Purchased by the LD company from Maffei of München and in service as locos 6 & 7. Taken over by the RhB and renumbered in 1895. Top speed 45kph.

- | | | | |
|-----------|----------|------|---|
| 21 (LD 6) | Scaletta | 1891 | 1911 rebuilt by the RhB as G 2/3 + 2/2
1920 sold to Brazil |
| 22 (LD 7) | Albula | 1891 | 1910 rebuilt by the RhB as G 2/3 + 2/2
1920 sold to Brazil |

G2/2 + 2/3 Mallet (23 - 24)

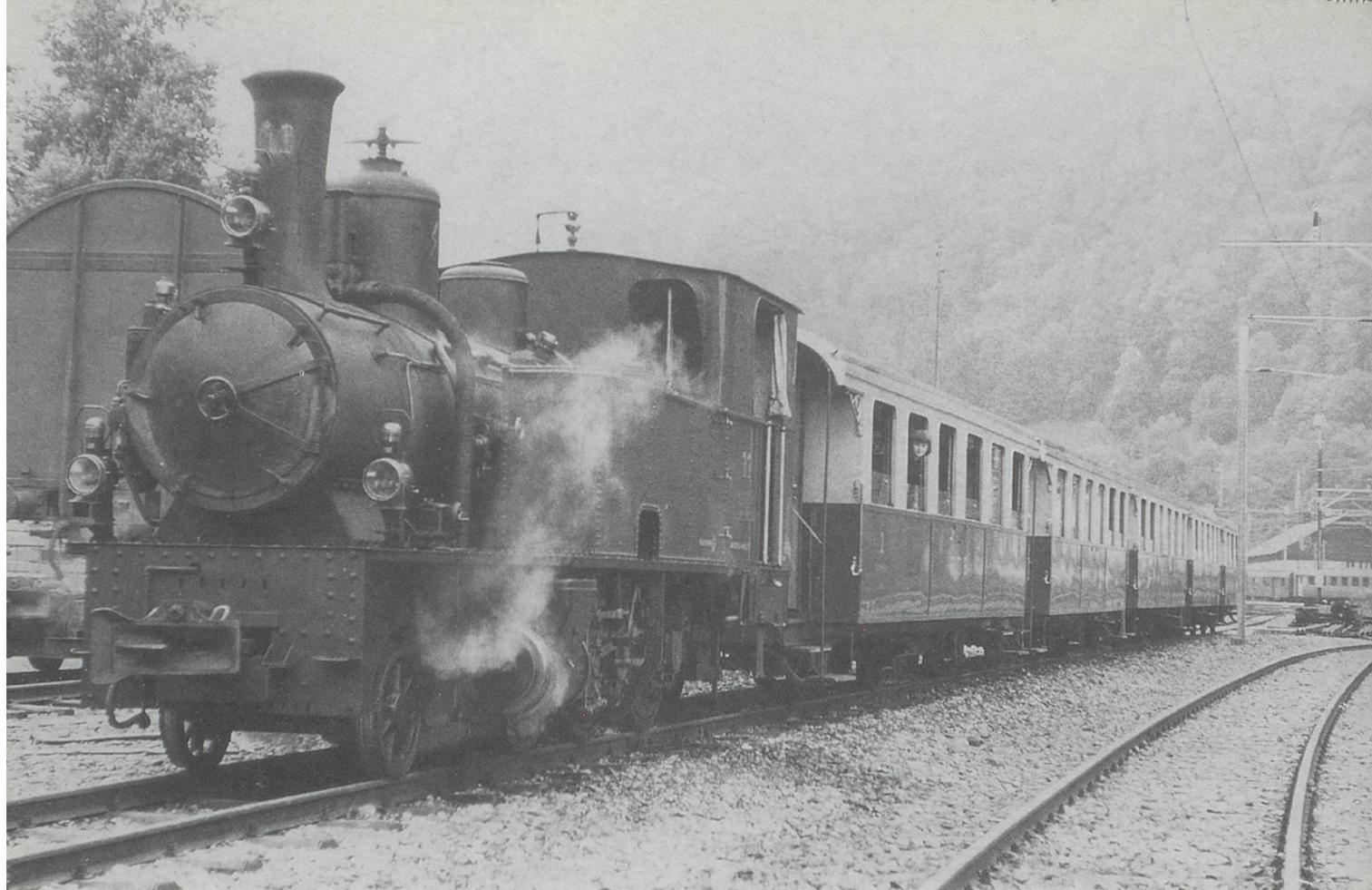
Purchased by the RhB for the opening of the line from Landquart - Chur - Thusis.

- | | | | |
|----|-----------|------|--|
| 23 | Maloja | 1896 | 1926 sold to the Kraftwerke Oberhasli
1940 withdrawn and scrapped |
| 24 | Chiavenna | 1896 | 1926 sold to the Kraftwerke Oberhasli
1940 withdrawn and scrapped |

G2/3 + 2/2 Mallet (25 - 32)

Purchased by the RhB from SLM to work the Albula line.

- | | | |
|----|------|---|
| 25 | 1902 | 1921 sold to Madagascar and renumbered 51
c. 1951 withdrawn and scrapped |
| 26 | 1902 | 1921 sold to the Yverdon-Ste. Croix Bahn
1947 sold to Union Española de Explosivos, Minas de Cala, Seville, Spain
1952 sold to the Estado für Manresa-Guardiola, Spain and renumbered 601.
After 1961 broken up |
| 27 | 1902 | 1921 sold to the Yverdon Ste. Croix-Bahn
1946 withdrawn and scrapped |
| 28 | 1902 | 1920 sold to the Yverdon Ste. Croix-Bahn
1947 sold to the Union Española de Explosivos, Minas de Cala, Seville, Spain
1952 sold to the Estado für Manresa-Guardiola, Spain and renumbered 602
After 1969 broken up |
| 29 | 1902 | 1921 sold to Madagascar and renumbered 52
c. 1951 withdrawn and scrapped |
| 30 | 1902 | 1921 sold to Madagascar and renumbered 53
c. 1951 withdrawn and scrapped |
| 31 | 1902 | 1921 sold to Madagascar and renumbered 54
c. 1951 withdrawn and scrapped |
| 32 | 1902 | 1921 sold to Madagascar and renumbered 55
c. 1951 withdrawn and scrapped |



Above: RhB No. 11 on the BOB at Interlaken Ost in June 1979.
Photo: Alan Pike OBE

G4/5 (101 - 104)

Tender locos purchased by the RhB from SLM for use on the Davos and Albula lines, and after 1912 on the Disentis line. This class of locos were not named. 2 cylinder compound machines.

- | | | |
|-----|------|--|
| 101 | 1904 | 1924 sold to Brazil |
| 102 | 1904 | 1949 sold to Ferrocarril de la Robla, Spain, "Ceferino de Urien".
1970 withdrawn and scrapped |
| 103 | 1904 | 1924 sold to Brazil |
| 104 | 1904 | 1949 sold to Ferrocarril de la Robla, Spain, "Jose de Aresti".
1970 withdrawn and scrapped. |

G4/5 (105 - 106)

Tender locos for use on RhB lines identical to locos 101-104.

- | | | |
|-----|------|--|
| 105 | 1906 | 1949 sold to Ferrocarril de la Robla, Spain, "Guillermo Barandiaran".
1970 withdrawn and scrapped |
| 106 | 1906 | 1949 sold to Ferrocarril de la Robla, Spain, "Manuel Oraa".
1970 withdrawn and scrapped. |

G4/5 (107 - 129)

Tender locos purchased by the RhB from SLM for use on their Albula, Davos and later Disentis lines. Two cylinder superheated locos. Max speed 45kph.

- | | | |
|-----|------|--|
| 107 | 1906 | Still in use with the RhB. |
| 108 | 1906 | Still in use with the RhB. |
| 109 | 1907 | 1920 sold to Ferrocarril de la Robla, Spain, "Jose Ignacio Ustara".
1970 withdrawn and scrapped |
| 110 | 1907 | 1920 sold to Ferrocarril de la Robla, Spain, "Jose Maria San Martin".
1970 withdrawn and scrapped |



Above: RhB No. 107 at Klosters in June 1977.

Photo: Alan Pike OBE

111 1907 1920 sold to Ferrocarril de la Robla, Spain," Victoriano Garay".
1970 withdrawn and scrapped.

112 - 129 were all sold to Royal State Railways, Thailand in 1927.

RhB No.	Year in Service	Thailand No.	Year withdrawn
112	1907	343	1956
113	1907	344	1954
114	1907	345	1950
115	1909	346	1950
116	1909	347	1953
117	1909	348	1950
118	1912	340	1965 plinthed in Chiang
119	1912	342	1954
120	1913	341	1954
121	1913	339	1959
122	1913	338	1965
123	1913	336	1966 reserved for the Thai Railway museum
124	1915	337	1964
125	1915	335	1953
126	1915	331	1956
127	1915	332	1961
128	1915	333	1958
129	1915	334	1950