CLASSIFICATION of LOCOMOTIVES
Whyte System

TYPE	WHEEL ARRANGEMENT	NAME
0-4-0	∆ oo	4-WHEEL SWITCHER
0-6-0	∆ ooo	6-WHEEL SWITCHER
0-8-0	∆ oooo	8 WHEEL SWITCHER
0-10-0	∆ ooooo	10 WHEEL SWITCHER
0-10-2	∆ oooooo	UNION
2-4-2	∆ o oo o	COLUMBIA
2-6-0	∆ o ooo	MOGUL
2-6-2	∆ o ooo o	PRAIRIE
2-8-0	∆ o oooo	CONSOLIDATION
2-8-2	∆ o oooo o	MIKADO
2-8-4	∆ o oooo oo	BERKSHIRE
2-10-0	∆ o ooooo	DECAPOD
2-10-2	∆ o ooooo o	SANTA FE

TYPE	WHEEL ARRANGEMENT	NAME
2-10-4	∆ o ooooo oo	TEXAS
4-4-0	∆ oo oo	AMERICAN
4-4-2	∆ oo oo o	ATLANTIC
4-4-4	∆ oo oo o	JUBILEE
4-6-0	∆ oo ooo	10 WHEELER
4-6-2	∆ oo ooo o	PACIFIC
4-6-4	∆ oo ooo oo	HUDSON
4-8-0	∆ oo oooo	12 WHEELER
4-8-2	∆ oo oooo o	MOUNTAIN
4-8-4	∆ oo oooo oo	NORTHERN
4-10-0	∆ oo ooooo	MASTODON
4-10-2	∆ oo ooooo o	SOUTHERN PACIFIC
4-12-2	∆ oo oooooo o	UNION PACIFIC

TYPE	WHEEL ARRANGEMENT	NAME
0-6-6-0	∆ ooo ooo	MALLET COMPOUND
2-6-6-0	∆ o ooo ooo	MALLET COMPOUND
2-6-6-2	∆ o ooo ooo o	MALLET COMPOUND
2-6-6-4	∆ o ooo ooo oo	SIMPLE ARTICULATED
2-6-6-6	∆ o ooo ooo ooo	ALLEGHENY
0-8-8-0	∆ oooo oooo	MALLET COMPOUND
2-8-8-0	∆ o oooo oooo	MALLET COMPOUND
2-8-8-2	∆ o oooo oooo o	SIMPLE ARTICULATED
2-8-8-4	∆ o oooo oooo oo	YELLOWSTONE
2-8-8-8-2	∆ o oooo oooo oooo o	TRIPLEX
2-8-8-8-4	∆ o oooo oooo oooo oo	TRIPLEX
2-10-10-2	∆ o ooooo ooooo o	MALLET COMPOUND
4-4-4-4	∆ oo oo oo oo	4 CYLINDER NON ARTICULATED
4-4-6-4	∆ oo oo ooo oo	4 CYLINDER NON ARTICULATED
4-6-6-4	∆ oo ooo ooo oo	CHALLENGER
4-8-8-4	∆ oo oooo oooo oo	BIG BOY

STEAM LOCOMOTIVES are usually referred to by their classification in the Whyte system, developed by a New York Central official, which uses a series of numbers to show the number of pilot-truck wheels, drivers, and trailing truck wheels- for example, the early "American" type is a 4-4-0, which means that it has a four wheel pilot truck, two pairs of coupled drivers, and no trailing truck. Each group of drivers on articulated and multi-cylinder nonarticulated locomotives is shown separately- the Union Pacific's "Big Boy," the worlds biggest steam locomotive, is a 4-8-8-4. "Tank" locomotives, which have no separate tender but carry their water and fuel in tanks and bunkers on the locomotive itself, are designated by a "T" following the wheel arrangement; for example, 0-6-0T.

Electric and diesel locomotives are designated by the number of axles, non-powered axles are designated by numbers, powered axles by letters. The small locomotives used on many electric lines, diesel switchers, and many diesel freight units are "B+B," indicating that they have two four wheel power trucks; many diesel passenger units are "A1A+A1A," since they have two 6-wheel trucks with only the first and third axles powered. "C+C" would indicate a six wheel truck with all three axles powered. "D+D" indicates an eight wheel truck with all four axles powered.

While the above chart does not show all of the locomotive types that were used, it covers the common types of steam locomotives found in the United States.