

LONG ISLAND RAILROAD MOTIVE POWER – DIESELIZATION TO 2019

Presented by Edward M. Koehler Jr.

The G5s 4-6-0's numbered 21, 24, 32, 35, 38, 39, and 50 would be retired by the end of October 1955. The H10s 2-8-0's 108, 111, and 113 would also be retired by the end of October 1955.

The 35 would be donated to Nassau County and put on display in Salisbury (later Eisenhower) Park. The donation of the 39 to Suffolk County would be refused, the then Carriage House Museum in Stony Brook (now the Museums in Stony Brook) would accept it and put it on display. The 39 would be renumbered to 38 while on display; the 39's number plate was given to Jackie Robinson on his retirement from the Brooklyn Dodgers.

A BRIEF SUMMARY OF LONG ISLAND RAIL ROAD MOTIVE POWER ACQUISITIONS DIESELIZATION TO 2019

The diesel electric locomotives on the roster as of the end of October 1955:

Alco/GE RS1	461 to 469
Alco/GE RS3 (E1662)	1551 to 1560 (these ten units replaced the last of the steam locomotives)
Alco/GE S1	404 to 408 and 413 to 421
Alco/GE S2	451 to 459 and 446 to 449
Baldwin D-R-4-4-1000	450
Baldwin DS-4-4-660	409 to 412
Baldwin VO660	second 403
Fairbanks Morse CPA-20-5 (Alt.300.2)	2001 to 2008
Fairbanks Morse CPA-24-5 (Alt.300.2)	2401 to 2404
Fairbanks Morse H-16-44 (Alt.200.2A)	1501 to 1509 (1503 was a former H-15-44 demonstrator)
General Electric 44 tonner:	400 (retired August 1963)

The used locomotive purchases from the Delaware and Hudson Railroad:

Alco/GE RS2	1571 to 1572 (later renumbered to 1519 to 1520)
Alco/GE S2	440 to 445 (did not arrive in numerical order, replaced the Baldwin's and Alco/GE S1's 404 to 405)

The circa 1963 purchases:

Alco Products DL721A (C420)	200 to 221 (replaced all of the Fairbanks Morse locomotives)
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The August 1968 purchases:

Alco Products DL721A (C420)	222 to 229 (all retired on September 11, 1989)
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The Push Pull Control Cars modified by General Electric:

former Louisville and Nashville FA2's	601 to 606
former Western Maryland FA2's	607 to 610
former Burlington Northern FA2's	611 to 616
former Penn Central FA1's	617 to 618
former Penn Central FA2	600

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A BRIEF SUMMARY OF LONG ISLAND RAIL ROAD MOTIVE POWER ACQUISITIONS DIESELIZATION TO 2019
(continued)

The Push Pull Control Cars modified by the Long Island Rail Road:

former Milwaukee Road F9A	619
former Milwaukee Road F7A	620
former Baltimore and Ohio F7A	621 to 622; the 623 was not built

The Long Island Rail Road's first generation of push pull trains utilized former MP72C/MP72T/T72 and MP75C/MP75T multiple unit cars that were converted to push pull service.

The purchases from the Electromotive Division:

GP38-2's (acquired January – February 1976)	251 to 272 (replaced Alco Products 200 to 221)
GP38-2's (acquired April 1977)	273 to 277
MP15's (acquired April 1977)	150 to 172 (replaced remaining Alco/GE model S2/RS1/RS2/RS3 units)
SW1001's (acquired April 1977)	100 to 106 (replaced remaining Alco/GE S1 units)

The prototype gallery car train:

Republic Locomotive Works modified FL9RHAC (MNR) 300 to 302 (returned to Metro North Railroad in 1999)

These were 'dual powered' locomotives capable of operating from the third rail.

Tokyu Car Company (passenger cars) 3001+3002 to 3009+3010 (married pair gallery cars (retired 1999)

Power Car modified by the LIRR: 3101 (a modified push pull control car)

GP38-2's 251 and 259 were modified to work with the gallery cars and with the power car.

The production gallery car push pull trains (constructed circa 1998 to 1999):

General Motors Limited DE30AC	400 to 422
General Motors Limited DM30AC	500 to 522 (the 507 was rebuilt by 2017 to a DM30AC numbered 423 after fire damage)

These two classes of locomotive were assembled by Super Steel Schenectady Industries; they replaced all but four of the GP38-2's. The DM30AC's are 'dual powered' locomotive capable of operating from third rail; the DE30AC's are not.

Class C3C control coaches by Kawasaki	continuous 5001 to 5023
Class C3T full coaches by Kawasaki	even numbers only 4000 to 4134
Class C3T-T toilet equipped coaches by Kawasaki	odd numbers only 4001 to 4087

The C3 family of cars replaced all of the push pull power cars and Pullman Standard cars of the 1955-1956 era and the 1963 cars. Also replaced were the P72 locomotive hauled cars which did not have push pull compatibility. Also retired were the last few bar cars that had originated on the Boston and Maine as coaches.

Long Island Rail Road locomotives leased to the New York and Atlantic Railway at its 1997 startup:

Electromotive Division SW1001:	LIRR 101, 105, and 106
Electromotive Division MP15:	LIRR 151, 155, 156, and 159
Electromotive Division GP38-2:	LIRR 261, 268, 270 and 271

Some of the SW1001's and MP15's have been returned to the Long Island Rail Road.

Subsequent Long Island Rail Road locomotives leased to the New York and Atlantic Railway

Progress Rail PR20B (LIRR) 300, 301

These are two low emission locomotives. The LIRR has a request for proposals outstanding for additional low emission locomotives.

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