

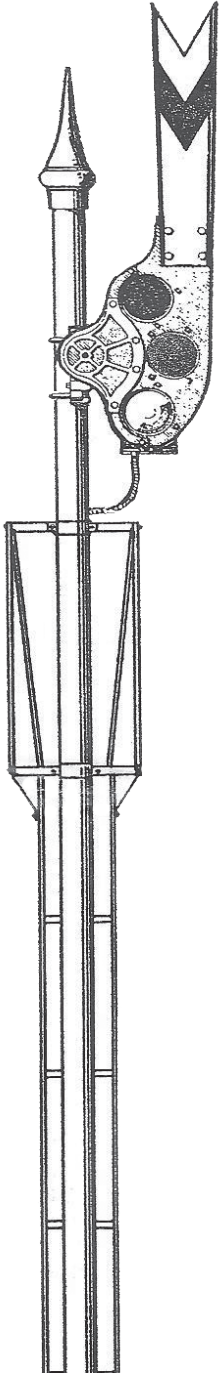


SEMAPHORE



Celebrating 60 Years Service to the Long Island Rail Enthusiast Community

June 2026



First and foremost, the Annual Meeting of your Chapter will take place on Friday, June 19, 2026, at 8:00 PM Eastern, 7:00 PM Central in the historic Van Bourgondien House, 600 Albin Avenue, West Babylon, New York. This meeting will also be available on Zoom® for our out of town members; if you are local, we encourage you to attend. The primary purpose of this annual meeting will be to elect the officers and one board member. *For full details of our election see the ballot on Page 3.* The Board is currently unaware of any other business coming before it.

Because our presentation this evening is originating in Germany, out of deference to the time difference we will be starting with that portion of evenings schedule.

* * *

Your June Membership meeting will follow the Annual Meeting, and we will be bringing in a speaker on Siemens Charger locomotives courtesy of Barry Johnson. As construction has not begun on the LIRR's order, the final specifications are not yet at hand, but we do have some knowledge of this new dual mode motive power, but even this may be subject to change. The road numbers will start at 530 and go upward for the planned up to forty-four units (these road numbers have never been used by the LIRR. The Siemens model designation is SC-44DM which will also be the LIRR class designation. They are scheduled to be delivered between 2027 and 2031. These will be B-B trucked locomotives that will be just over 71 feet long and 14 feet, 4 inches in height, weight will be in the territory of 260,000 pounds. They will not be able to operate on either the Long Island Rail Road's Grand Central branch or into the Atlantic Terminal. The prime mover is a Cummins QSK95 V16 which will power an unspecified generator. There will be four Siemens three phase induction traction motors, one geared to each axle. In addition, these locomotives will supply hotel power to the train and be capable of operating off of the third rail so they can access Penn Station. There will be differences between these locomotives and the motive power now being installed on the Metro North Railroad.

If you can't make the meeting in person, please use the Zoom® link information on Page 2.

* * *

**For Regular updates and other important information,
visit the LIST Chapter website at:**

LIST-NRHS.org

Our Chapter's mailing address is:

LIST-NRHS

PO Box 507

Babylon NY 11702-0507



The Publication of the
Long Island - Sunrise Trail Chapter
of the
National Railway Historical Society



LOG IN INFORMATION FOR THE JUNE 2026 MEMBERSHIP MEETING
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Persons entering either this electronic meeting or the physical meeting room agree to not record any or all part of the presentation without the express written permission of the Long Island Sunrise Chapter NRHS, the host/producer and the presenter. Violations of this agreement could result in criminal and/or civil penalties. Thank you for your cooperation. Want to get in contact with a presenter? We will be happy to facilitate that.

The June Annual and Membership Meeting of your Long Island Sunrise Trail Chapter NRHS will take place at

8:00 PM on Friday, June 19, 2026
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704

Friday, June 19, 2026, at 8:00 PM eastern, **7:00 PM** central: The Annual and June Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society will take place. This will be followed by a speaker from Siemens who will talk about their Charger locomotives in general. To attend this event, please click on this link (or copy it into your Internet browser):
<https://us06web.zoom.us/j/87010999106?pwd=C36K1bXbevSHWw9vupFVRyuTUAlaLO.1>
 Meeting ID: 870 1099 9106 Passcode: 551486

While you are in the Zoom® meeting, out of respect to the presenter, you are requested to mute your microphones during this or any presentation.

- * * * -

About 15 minutes before the scheduled time on the date of the event you can connect to the meeting by entering the link shown in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. Please don't try to log in earlier, it only generates a series of email messages to the series host that serve no purpose, and you will end up staring at a blank screen.

Do note that your normal internet or cell phone charges may apply.

If you have any questions, please email your Chapter President Edward Koehler at EdwardMKoehler@NYC.RR.COM or ask your question via our webpage but remember Email service ends at 3:00 PM on the meeting date.

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**LONG ISLAND – SUNRISE TRAIL CHAPTER, NRHS
BALLOT FOR THE ANNUAL MEETING**

On May 15, 2026, upon a motion made, seconded and carried by a vote of the membership the nominations were closed. On May 16, 2026, Mr. Mark Conca, citing personal and business obligations spoke to the nominating committee and withdrew his candidacy. We wish him well in his future endeavors.

In a discussion with the Board on May 17, 2026, we decided to follow a slightly hybrid path for this election. As a member, this route saves you from having to cast a ballot and mailing it in or delivering it. Since there are now no contested positions, it is intended to authorize the Chapter Secretary to cast one ballot for all of the open contests.

FOR THE OFFICE OF PRESIDENT AND CHAIRMAN OF THE BOARD, select one only:
(Selecting more than one invalidates the ballot. Stray marks on this ballot may also invalidate it in the judgement of the tellers.)

Candidates are listed in alphabetical order.

██████████ Mark Conca

Because the membership locked up the ballot prior to Mr. Conca's withdrawal, his name must appear on the ballot. But we will follow his wishes and not accept any votes on his behalf.

_____ **Edward M. Koehler**

Third (1982) and current (seventh) president of the Chapter. Author/editor of several Chapter publications and the Chapter Calendar. I was invited to step up to again serve in the position of president after the passing of the late Steve Quigley. My intentions are to continue the Chapter in its current direction and activities. I have been a member of the Chapter and the NRHS since October 1968. Edward resides in Bayside, New York with his wife Melissa.

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The candidates for the offices of Vice President (Robert Myers), Secretary (Christine Quigley), Treasurer (Alan Mark), National Director (Kenneth Katta) and the sole open board position this year (Neil Feldman) are all running unopposed, it is anticipated that the Chapter Secretary will be empowered to cast one ballot for each of these positions.

The Chapter thanks Bob Cecere for his work as the nominating committee. We also thank Bob Cecere and Walter Hilsenbeck for volunteering to be tellers for the upcoming election.

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This is your reminder that there will be no membership meetings during the months of July and August. Similarly, there will be no editions of the SEMAPHORE during that same period. But do stay attuned to your email for possible digital notices for Chapter or LIRR related events.

LIST Publications ORDER FORM*The following price list is for LIST members only!*

# _____	LIRR 2026 calendar NEW and SELLING OUT!!!	@\$8 each Total _____
# _____	175 th AND 185 th LIRR Anniversary Journals	@\$7 for BOTH Total _____
# _____	The LIRR drawings of Vincent Quatroche	@\$10 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by Fagerberg & Koehler *	@\$27 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison *	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Morris Park Shops by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Washington Branch D. Morrison *	@\$18 each Total _____
# _____	LIRR Stations by Dave Morrison *	@\$18 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 2 *	@\$48 each Total _____

* Less than five in stock and they are no longer available from the publisher.

Shipping for 1 Calendar is \$4.00, \$5.00 for two Calendars. Shipping for 1 book is \$5. Shipping for both Bob Sturm's books is \$15. Shipping for other extra books, please email Chapter Secretary Christine Quigley at CSQuigley@optonline.net for the shipping costs. NY State Residents, add 8.75% sales tax to the total of the merchandise AND the shipping.

Book orders should be sent to LIST-NRHS; Post Office Box 507; Babylon, New York, 11702-0507

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit IRC 501 (c)(3) educational organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507.

CHAPTER DOINGS

The Chapter sincerely thanks member Mike Yuhas for his wonderfully photographed presentation on the railroads in the Snake and Columbia River areas presented at your May Membership meeting. It was a wonderful compilation of Union Pacific, Burlington Northern Santa Fe, and even an industrial operation! For this writer it was a wonderful revisit to a July 2025 river cruise. We will probably impose on Mike to give us another presentation sometime in 2027.

LIST welcomes aboard three new members, Carl Esposito of Huntington, Tony White of Felton, DE, and Tom Redmond of West Sayville. Glad to have you with us.

After our late member Ray Kenny passed, his family donated a lot of his railroad related materials to the Railroad Museum of Long Island. Some of you might remember the exhibit on Ray in the Lionel Visitors Center which has now been replaced. RMLI is now mounting another exhibit related to Ray at their Greenport site, but this time it is of his Long Island Rail Road models executed in brass. This wall mounted exhibit is slated to be there for several years.



There will be no Chapter meetings during July and August. Then subject to revisions, we will be back in the VanB house on September 18, 2026, with the President of the New York and Atlantic, Marlon Taylor as a guest speaker. October will see a presentation about life aboard a Sperry Rail Detection Car by John Titterton. In November we will have the rescheduled presentation by Mike Boland on the 2025 Cape Cod Central's "**POLAR EXPRESS**" service.

We have been informed that Richard Gorddard, the long time past president of the Twin Forks Chapter has passed away.

THE LONG ISLAND RAIL ROAD MODELER BY MIKE BOLAND

THIS MONTH'S FEATURE:

MY MODELING AT THE HALF-WAY MARK FOR 2026 – PART 1

This will be my last feature for the LONG ISLAND RAIL ROAD MODELER until the September issue but that doesn't mean I won't be modeling. In fact, now that I'm back at my Cape Cod home, I have access to ALL of my modeling materials as well as photos and records, which I use heavily in my modeling. All my paints, decals, in short—everything—is here for me to use and I use them all the time. I'll have enough time to work on so many of my projects, so I thought I'd write about the many projects I'm currently working on.

I really didn't get a chance to work on any marine projects even though I brought a couple of Walthers Railroad Tugboat kits to Florida. I'm making slow progress on "*Meitowax*" and the next thing I have to do is to model and construct the venting structure atop the body of the tug. If I only knew what the name of this feature is; otherwise, I'll probably follow most of what is included in the tugboat kit, which is quite good. I changed the stack by buying some brass tubing since the kit has a different-shaped stack which can't be used. I'm hoping to follow "*Meitowax*" with tugboat "*Long.Island*", which is similar in size and shape. Tug "*Garden City*" will be an interesting challenge in that it is quite different in design than the other two. The PRR had a tug named "*Rahway*", which appears to be "clone" of tug "*Garden.City*". I want to build two non-LIRR tugs so I'm thinking of building a Lehigh Valley tug in Cornell Red, an Erie or Erie-Lackawanna tug and/or a New Haven tug. The two tugs that are most similar to the Walthers tug are the "*Cordelia*" and the "*Bumble.Bee*". What odd names for the two NH tugs; they were later assigned numbers. They were supposed to be the first two in a new, modern fleet of tugs but the NH was in such bad financial shape that no more were built.

I do hope to build one or two carfloats, one from the Walthers kit and the other one a kitbash using parts from it. The Walthers kit is nice but the sides of the carfloat have "strakes," that is, long narrow horizontal pieces of steel to reinforce and strengthen the carfloat; the LIRR carfloats did not have these. I hope to use styrene to replace these sides on the Walthers kit and also use a piece of pinewood or MDF (medium density fiberboard) to model another one. This project should be fun, especially scraping the carfloat sides to have them more closely resemble the prototype.

And of course, I cannot fail to mention the floatbridges, which, while nice, are not QUITE what the LIRR had at both Long Island City and Bay Ridge. The LIRR prototypes can be easily made from a kitbash from the Walthers kit. The big difference is that the LIRR bridges had single or individual girder bridges for a single-track apron between land, the bridge and the floatbridge; the Walthers model, itself a true model of a different prototype, had a double-track apron. This can be easily overcome with single girder bridges from Micro Engineering.

Again, thank you Walthers for all the kits in the "Waterfront" series that you manufactured! I never thought I'd see these subjects made commercially and in kit form.

As for freight cars, I have a good number of kits in progress. I have a number of cars that need weathering, also. We will continue the discussion in the September 2026 edition of the SEMAPHORE. Have a great summer!

LONG ISLAND RAIL ROAD HAPPENINGS

(Please note that the LIRR Schedule Change item should have been in the May SEMAPHORE, but because we had an early closing date for that issue the information appears here.)

Starting May 19, the Long Island Rail Road will run on new schedules, including more options to and from Montauk on weekdays and Sundays. There will not be any significant changes to rush hour service; however, some departure times for midday weekdays, overnight, and weekends have been adjusted, with some trains departing earlier.

Brooklyn Service

Weekday evening service between Jamaica and Atlantic Terminal reduced to every 30 minutes; westbound starting 9 PM, eastbound starting 10 PM.

Grand Central Madison service

Westbound weekday service to Grand Central will start earlier, with new departures from Jamaica at 5:07 AM and 5:18 AM.

Long Beach Branch

The 7:44 PM weekday train from Penn Station will add a stop at Lynbrook.

The 11:57 PM weekday train from Penn Station will add stops at Locust Manor, Laurelton, and Rosedale.

Montauk Branch

The 5:13 PM train from Penn Station will be extended to Montauk Monday through Friday through Labor Day (as Train 42 it currently runs only to Speonk).

On Sundays and holidays, the 11:37 AM (Train 6005) and 4:18 PM (5:18?) trains from Montauk will be extended to Penn Station through Labor Day (they normally terminate in Jamaica).

Port Jefferson Branch

No specific weekday changes are noted, but there may be midday service adjustments for maintenance projects.

Midday weekday service at Westbury restored to every 30 minutes.

Port Washington Branch

Midday weekday service at Mets-Willets Point, Murray Hill, Broadway, Auburndale, and Plandome is temporarily reduced to hourly for track work.

For Mets day games and during the U.S. Open, half-hourly service will run at Mets-Willets Point.

Normal service is expected to return in September.

Ronkonkoma Branch

A new weekday train will depart Farmingdale at 4:32 AM stopping at Bethpage, Hicksville, Westbury, Mineola, New Hyde Park, Jamaica, arriving in Penn Station at 5:26 AM.

The 4:12 AM Ronkonkoma train will now depart at 4:14 AM and skip Farmingdale, Bethpage, Hicksville, and Mineola.

Midday service to Greenport resumes east of Ronkonkoma starting May 11.

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In other items, various politicians in the north central Queens County area are again talking about the possible re-opening of Elmhurst station which was closed in 1985. The MTA last studied this in 2023 and determined it would take \$23 million for construction and add to the running times of stopping trains with most people in the area still taking bus and subways.

LONG ISLAND RAIL ROAD HAPPENINGS

Chapter Member George Nass reports that construction on Platform B at the Hampton Bays station is progressing nicely, but it is not yet in service. George also points out that road access on the south side of the Montauk branch in the vicinity of this new platform is rather restricted.

Metro North Railroad has announced an intention to purchase 252 single level passenger cars. This appears to be an attempt to re-equip all of the trains on the Upper Hudson Division, Upper Harlem Division, and the Danbury and Waterbury branches of the New Haven Division (CDOT). It is unknown if the bilevel cars used west of the Hudson River will be affected at this time.

FROM THE FILES

At the April meeting long time member Alan Gruber loaned this photograph to the Chapter. Looking closely at it brought a flood of memories. He said he was still trying to determine the date that it was taken.

As one of the persons in this image I can tell you that it was taken in either 1969 or 1970 (summer, based on the clothing). The scanned print was made in December 1970. Scanned at 600 dots per inch, it does not enlarge well to give more detail of our members in the image.



This image appears to have been taken in Eisenhower Park on the Sunday afternoon that the Nassau County Historical Museum had a reception for the Chapter members who had worked on the just completed cosmetic restoration of the 35's appearance. Even with their backs to the camera, I believe that I can identify some of these folks. From the left to the right George Lind or Dick Glueck), Ray Kenny in the dark suit, in front of Ray and only partially visible is Ed Koehler, there is another unknown past Ed, the gentleman in the brown jacket and gray pants is Dick Glueck or George Lind. Moving to the right I believe that the then small boy is John Michelle, who is now a teacher at Babylon High School(?), the tall man in the brown sports jacket is Bob Michelle who is talking to Ron Ziel (the only one facing the camera instead of the locomotive. Note that there is a person between Bob and Ron, perhaps Marie Michelle? Of the next two gentlemen (blue jacket, brown jacket) and the woman in the red dress, I do not have any idea who they are at this time. Rod Dirkes and Carl Waswo were also active in this project, I do not see them here, perhaps they are part of the group in the locomotive gangway.

The above are guesses were made by current Chapter President Ed Koehler, if you have any better identifications, please send us an email.

THE MILIEU OF LONG ISLAND RAIL ROAD FIRST 402

The Pennsylvania Railroad was dragged kicking and screaming into the diesel locomotive era according to Albert Churella, the author of an excellent three volume history of the Pennsylvania and the presenter of an excellent lecture on the subject of PRR Dieselization.

The first thrust in dieselization was actually hidden on a subsidiary line, the Long Island Railroad; this involved the purchase of LIRR first 401¹ in November 1925. This locomotive was purchased for two reasons, first to mollify the City of New York by replacing a steam locomotive on the Evergreen Branch and to allow the PRR to accumulate data on diesel locomotives.



LIRR 1st 401 in Morris Park awaiting scrapping, Frank Zahn photograph.

The Pennsylvania was not convinced that diesel was the way to go, there was a thought that gasoline would do just as well, this led to the planned acquisition of the locomotive identified as Long Island Rail Road first 402² in January 1926. The full roster notes can be found in the footnote below. As discussed by Churella and one other source, while lettered and numbered for the Long Island Rail Road, this locomotive was only tested on the Pennsylvania Railroad branchline that served the J.G. Brill plant in Philadelphia. It failed this test miserably, delivery was refused and it was then stored in the Brill factory complex until June 1934 when it was sold to the Grand Trunk Western. The Grand Trunk Western would use this locomotive in their isolated float dock yard in Milwaukee, Wisconsin during its entire service life. There is no record of any major modifications to this locomotive until May 1939 when its gasoline prime mover was replaced with a diesel. Curiously when it was scrapped in February 1961 it was the last surviving LIRR 'boxcab'!

¹ AA2	first 401	Alco-GE-IR	66085	11/1925
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This was a one hundred and two ton B-B trucked twin prime mover 600 horsepower boxcab diesel locomotive described as a model B6-1 built as first 401. This locomotive was built by a consortium of the American Locomotive Company ("Alco"), the General Electric Company ("GE") and the Ingersoll Rand Company ("IR"). This locomotive also carried General Electric builder's number 9740. This locomotive was rebuilt by General Electric in September 1927. The first 401 was sold for scrap on June 7, 1951, to Luria Brothers of Modena, Pennsylvania.

² AA1	first 402	J.G. Brill Co	22315	1/1926
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This was an eighty ton twin gasoline prime mover 500 horsepower boxcab diesel locomotive. This was purchased to evaluate the benefits of a gasoline prime mover versus a diesel prime mover built as first 402. The first 402 failed acceptance tests in the Philadelphia area on the Pennsylvania Railroad and was returned to the builder. This locomotive was stored until June 1934 when it was sold to the Grand Trunk Western Railway under J.G. Brill Company order number 23152 becoming Grand Trunk Western road number 7730. This locomotive was converted to a diesel electric in May 1939 and was renumbered to 73 in December 1950. This locomotive was retired in June 1960 and scrapped in February 1961. Tradition has that this unit was assigned to the Grand Trunk Western's float dock yard in Milwaukee for its' entire career.



Long Island Rail Road first 402 as Grand Trunk Western 73 in Milwaukee, undated from the internet.

Meanwhile, back on the Sunrise Trail there was still a need for a second internal combustion locomotive so the Long Island Rail Road turned again to the Alco – General Electric – Ingersoll Rand combine for a second boxcab diesel. This locomotive became the second 402³ which arrived in September 1928 and would serve the LIRR until February 1951.



LIRR 2nd 402 in Morris Park awaiting scrapping, Frank Zahn photograph.

The Baldwin Locomotive Works was a major supplier of steam locomotives to the Pennsylvania Railroad. During World War I it was a major supplier of small narrow gauge diesel mechanical locomotives to the Royal Ordnance Division of the United Kingdom. These locomotives were actually built by a subcontractor in Pittsburgh, Pennsylvania. There are still several of these locomotives in preservation in the United Kingdom, some of them are operational.

In January 1928 the Baldwin Locomotive works delivered an articulated boxcab locomotive to the Long Island Rail Road. Each end of this unit carried its own road number, resulting in the 403A and 403B⁴.

³ AA2 second 402 Alco-GE-IR 67330 9/1928

This was a one hundred and nine ton B-B trucked twin prime mover 600 horsepower boxcab diesel locomotive described as a model B6-4 built as second 402. This locomotive was built by a consortium of the American Locomotive Company ("Alco"), the General Electric Company ("GE") and the Ingersoll Rand Company ("IR"). This locomotive also carried General Electric builder's number 9740. Contemporary Long Island Rail Road records list Ingersoll Rand as the builder of this unit. The second 402 was sold for scrap on February 3, 1951, to Luria Brothers of Modena, Pennsylvania.

⁴ AA3 403A Baldwin Locomotive Works 60185 1/1928

This was part of a two unit 'married pair' diesel electric locomotive consisting of two four wheel units with 330 horsepower prime mover powering Westinghouse electrical gear in each unit built as 403. Rebuilt in kind during December 1929 after which the two units were able to work separately, as such they were identified as 403A and 403B and nicknamed 'Mike' and 'Ike'. The 403A was taken out of service on May 17, 1944, and was sold to the Iron and Steel Products Company in Chicago; shipped to and stored at the Chicago Short Line's enginehouse. The Iron and Steel Products Company acted as a dealer and resold this unit to the Standard Slag Company for use in a gravel pit in Crystal Springs, Ohio as their BLW60185. The BLW60185 was used as a parts source and was scrapped in the last quarter of 1955.

AA3 403B Baldwin Locomotive Works 60186 1/1928

The Baldwin twin boxcabs suffered from a number of maladies including leaking radiators. The 403A and 403B were rebuilt in December 1929 in an attempt to rectify most of these ills, which it did. The rebuilding also resulted in the two locomotives being able to work individually. During their service life on the Long Island Rail Road they were often loaned to the parent Pennsylvania Railroad where they effectively worked in a pool with the three Pennsylvania built A6 diesel locomotives⁵ at the North Fourth Street yard in Brooklyn and as the shop switcher at the Meadows Enginehouse (one of the A6's was used in the Philadelphia area).



The 403A and 403B in Morris Park between January 1928 and December 1929, note the leaks on the carbody side from the roof top radiators. Undated image from the collection of Paul Garde.

The 403A and 403B are believed to have been the first ever diesel locomotives on a common carrier railroad to be replaced by a newer diesel locomotive, this occurred in September 1945 when the War Production Board permitted the Long Island Rail Road to acquire their new first 403, a Baldwin end cab VO660 switcher.

By the way, if you ask the casual rail enthusiasts to identify the first (successful) Baldwin diesel locomotive they will usually point out the locomotive that is currently identified as Armco Steet B173 which is now preserved and operational at the Pennsylvania Trolley Museum, it was built in July 1930.

This was part of a two unit 'married pair' diesel electric locomotive consisting of two four wheel units with 330 horsepower prime mover powering Westinghouse electrical gear in each unit built as 403. Rebuilt in kind during December 1929 after which the two units were able to work separately, as such they were identified as 403A and 403B and nicknamed 'Mike' and 'Ike'. The 403B was taken out of service on April 18, 1945, and was sold to the Iron and Steel Products Company in Chicago; shipped to and stored at the Chicago Short Line's enginehouse. The Iron and Steel Products Company acted as a dealer and resold this unit to the Standard Slag Company for use in a gravel pit in Crystal Springs, Ohio as their BLW60186; it was scrapped in the last quarter of 1955.

⁵ **A6 PRR 3905 Altoona Shops 4192 5/1928**

This was a four wheel 400 horsepower boxcab gasoline electric locomotive with a Winton 148 prime mover and a Westinghouse model 476 generator. The 3905 was scrapped in 1953.

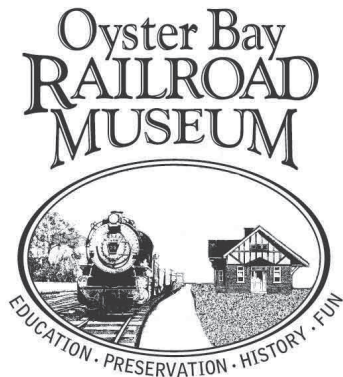
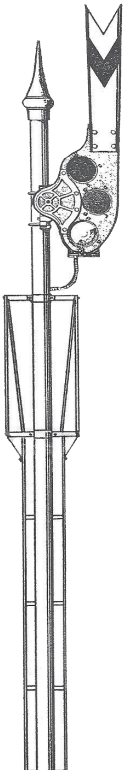
A6 PRR 3906 Altoona Shops 4206 5/1929

This was a four wheel 400 horsepower boxcab gasoline electric locomotive with a Winton 148 prime mover and a Westinghouse model 476 generator. The 3906 was scrapped in 1954.

A6b PRR 3907 Altoona Shops 4226 5/1930

This was a four wheel 535 horsepower boxcab gasoline electric locomotive with a J.G. Brill(?) supplied prime mover and a Westinghouse model 476 generator. This locomotive received a Hamilton 450 horsepower prime mover in 1947. The 3907 was retired circa 1962.

Long Island Sunrise Trail Chapter
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Next Issue of the SEMAPHORE in September 2026