

LONG ISLAND RAIL ROAD MOTIVE POWER HISTORY

Edward M. Koehler Jr.

A group of entrepreneurs including Valentine Hicks formed a corporation on April 25, 1832 to build a railroad from the South Ferry in Brooklyn to the village of Jamaica as a way to tap into revenue available from transporting the large amount of agricultural traffic then reaching Manhattan from Long Island. The Brooklyn and Jamaica Rail Road Company began construction and soon completed their line which was basically designed to transport local traffic. The Long Island Rail Road was formed as of April 24, 1834 with the intent of extending the Brooklyn and Jamaica to the eastern end of Long Island and connecting with a line of steamboats that would cross the Sound to a connection with the Boston and Providence Rail Road in Stonington, Connecticut. The advocates of the new route to Boston put two groups of locating surveyors into the field, one to find the best route to the east end of Long Island, another to make sure that a line along the north shore of Long Island Sound was not feasible.

On April 18, 1836 the Brooklyn and Jamaica Rail Road completed construction of its line between South Ferry and Jamaica. The next day it was leased to the Long Island Rail Road for a period of forty-five years; the construction crews that had built the Brooklyn and Jamaica simply continued working eastward for the Long Island. And so our story begins . . .

THE LONG ISLAND RAIL ROAD LOCOMOTIVE FLEET FROM 1835 TO 1880

Between 1835 and 1880 there were sixty-six steam locomotives on the roster of the Long Island Rail Road; none of these early locomotives had numbers. These early iron steeds were known only by names. The names used included the those of prominent individuals and localities on geographic Long Island.

THE SOUTH SIDE RAILROAD OF LONG ISLAND / BROOKLYN AND MONTAUK 1867 TO 1880

Like the Long Island Rail Road, the South Side Railroad of Long Island used only names for its locomotives. There were eighteen locomotives used on the mainline of this company; there were also five 'steam dummy' locomotives which were used in the streets of Brooklyn between the Bushwick station and the East River terminal. Of the steam dummies, one is known to have a name, the other four were numbered. It is possible that during the late 1870's the South Side began to number its locomotives but no numbering plan is known to survive.

THE FLUSHING, NORTH SHORE AND CENTRAL RAILROAD (and predecessors) 1854 to 1880

This entity operated fourteen steam locomotives, all of which were identified primarily by number, but they also carried names which were usually that of stations on the line.

THE COMBINED LONG ISLAND RAIL ROAD 1880 TO OCTOBER, 1898

The locomotive rosters of the three component companies were merged together post 1880 with all locomotives being assigned numbers but there was no pattern to these numbers. Prior names generally continued but some which conflicted or were no longer acceptable (i.e. the name of a director of a predecessor line) were changed. New locomotives took available numbers.

LONG ISLAND RAIL ROAD NUMBERING SCHEME OF OCTOBER 1898

In October 1898 the Long Island Rail Road decided to make sense out of their motive power by introducing a numbering scheme. Passenger locomotives became 1 to 100 with the most important passenger locomotives having the lowest numbers, freight locomotives were assigned numbers in the 101 to 175 range; switching locomotives were numbered downward from 200, and soon to be retired locomotives that still had a little life in them went into the 500's. A duplicated series numbered from 100 up was used for the 'steam dummies' on the Atlantic Avenue Division; they were soon supplemented with rapid transit locomotives in the 200 series.

SUMMARY OF LONG ISLAND RAIL ROAD LOCOMOTIVES UNDER THE OCTOBER 1898 NUMBERING SCHEME

Please note that the classes shown were introduced only after the Pennsylvania Railroad acquisition of the Long Island Rail Road as of May 9, 1900. The delivery year is shown for those locomotives not renumbered in October 1898.

PASSENGER LOCOMOTIVES 1 TO 100

E51sa	4-4-2 camelback	1 to 4
G54sa	4-6-0 camelback	7 to 9, 16 to 19
G54sb	4-6-0 camelback	5 to 6, 10 to 15
D52	4-4-0	27-32, 33 to 42
D53	4-4-0 deckless cabs	43-46, 56, 57, and 63
D53a	4-4-0 deckless cabs	49, 50, 51 to 54, 59 to 60, 61, and 62
D53b	4-4-0 deckless cabs	47 to 48, 55, and 58
All D53, D53a, and D53b engines were rebuilt as camelbacks circa 1895.		
D54	4-4-0	64 to 67, 68 to 73
D55	4-4-0	74 to 76
D55a	4-4-0	77 to 78, 79 to 81
D56s	4-4-0	82 to 85 (1903), 86 to 100 (1904)
NYW&RB	4-4-0	301 to 312 (withdrawn by 1906)

FREIGHT LOCOMOTIVES 101 TO 175

G51	4-6-0	101 to 105, 106 to 107
G51a	4-6-0	108 to 112 (1907)
G52	4-6-0	113 to 117
G52a	4-6-0	118 to 122
G53	4-6-0 camelback	123 to 127 (1899)
G53a	4-6-0	128 to 132 (1907)
G53b	4-6-0	133 to 136 (1911)
G53sc	4-6-0	137 to 140 (1913)
H51	2-8-0 camelback	151 to 153 (1898)
H51a	2-8-0 camelback	154 to 155 (1903)

SWITCHING LOCOMOTIVES, DOWNWARD FROM 200

B51	0-6-0	176 to 180, 181 to 183
B52	0-6-0	184, 185 to 188
B52a	0-6-0	189 (1899), 190 (1901)
B53	0-6-0	191 to 192, 193 to 194, 195 to 197
B53	0-6-0	172 to 175 (1906)
B53a	0-6-0	198 to 199 (1911)
B53sb	0-6-0	170 to 171 (1913)

RAPID TRANSIT LOCOMOTIVES, UPWARD FROM 200

Forney	0-4-4T Simple	201 to 206, 221 to 222, 223, 224 to 226
Forney	0-4-4T Vaucrain Compounds	207 to 216, 217 to 220
Forney	2-6-4T	227 to 231 (former Manhattan Beach engines)
Steam Dummy	0-4-0T	298 to 299 (used at Brighton Beach), 300 (used as a shop switcher)

- * * * -

THE FIRST PENNSYLVANIA RAILROAD LOCOMOTIVE INVASION

In December 1903 the Pennsylvania Railroad sent three experimental 4-4-2 camelback locomotives to the Long Island Rail Road; these three had not been successful on the Camden to Atlantic City express trains for which they had been designed. Perhaps 'designed' is a misnomer as these three were basically copies of a Reading design. They were not successful on the Long Island either.

During 1906 and 1906 a total of thirty-one of the successful Pennsylvania Railroad D16 class 4-4-0's were acquired by the Long Island Rail Road. For freight service the D16's were preceded and followed by eleven of the (by then) rather old H3 class 2-8-0's. Note that the H3 locomotives are numbered according to the Long Island Rail Road October 1898 numbering scheme but the D16b/D16sb's and the E1's do not.

SUMMARY OF THE FIRST INVASION LOCOMOTIVES

E1	4-4-2 camelback	198 to 200 (former Pennsylvania Railroad)
D16b	4-4-0	201 to 210 (new builds, later rebuilt to D16sb)
D16sb	4-4-0	211 to 231 (new builds)
H3	2-8-0	159 to 169 (former Pennsylvania Railroad, acquired in 1903 [160 to 163] or 1905 [159, 164 to 169]) Note that the 159 was numbered 170 prior to 1912.

LONG ISLAND NON PENNSYLVANIA RAILROAD DESIGN MOTIVE POWER

Despite being owned by the Pennsylvania Railroad, the Long Island Rail Road was able to acquire a limited amount of locomotives of their own design. Curiously most were built by the American Locomotive Works which was not the preferred erector of Pennsylvania Railroad locomotives. Note that the C51s/C51sa locomotives do not follow the October 1898 numbering scheme.

SUMMARY OF THE NON PENNSYLVANIA RAILROAD DESIGN LOCOMOTIVES

S51	2-6-2T suburban tanks	20 to 24 (owned 1904 to 1911)
G53sd	4-6-0 dual service	141 to 146 (built 1917)
C51s	0-8-0	251 to 254 (1916)
C51sa	0-8-0	255 to 258 (1918), 269-264 (1922), 266 to 269 (1924)

THE SECOND PENNSYLVANIA RAILROAD LOCOMOTIVE INVASION

The second 'invasion' of Pennsylvania Railroad motive power came to the Long Island Railroad before and after the period of United States Railroad Administration ("USRA") control. The 'first wave' of this invasion was a group of class H6sb 2-8-0 steam locomotives. These steam locomotives originally saw service on the Pennsylvania Railroad and arrived on Long Island circa 1916 for use as switchers and light road freight engines. These H6sb's were numbered in the 300 series which was outside of the October 1898 numbering scheme. During the 1920's a group of nineteen used H10s 2-8-0's for freight service and thirty-one newly built 4-6-0's of the G5s design came to the Long Island. Both the H10s and G5s locomotives are numbered in accordance with the October 1898 numbering scheme while the H6sb's are not and are the first to be placed in the 300 series of numbers.

SUMMARY OF THE SECOND INVASION LOCOMOTIVES

H6sb	2-8-0	300 to 306, first 307, 308 to 314 (arrived November 1922 to January 1923), second 307 (arrived after August 1935 as a replacement for the first 307)
G5s	4-6-0	20 to 25 (1924), 26 to 28 (1925), 29 to 39 (1928), 40 to 50 (1929)
H10s	2-8-0	101 to 109 (1928) 110 to 119 (1929)

- * * * -

SOME LIRR MOTIVE POWER MATH

This tally of locomotives is post 1926 which is the period that the Long Island Rail Road removed the automatic brake connections from its steam passenger locomotives and Pullman equipment began to be seen in East End trains.

C51a/C51sa	9 locomotives (251 to 259)
G53sd	6 locomotives (141 to 146)
G5s	31 locomotives (20 to 50)
H6sb	15 locomotives (300 to 314)
H10s	19 locomotives (101 to 119)
<u>Total</u>	<u>80 locomotives</u>

The Long Island Rail Road needed about 100 steam engines to maintain its schedules after circa 1926. Leased or loaned Pennsylvania Railroad locomotives made up the difference. There were never more than about ten to twelve Pennsylvania Railroad locomotives on the Long Island Rail Road at any one time but it became a pattern that any particular steam locomotive spent a rather short time on the Long Island. These loaned locomotives were used in passenger service, only during World War II would there freight power would be leased and then it would only be a single H8 and a few 0-6-0 steam switchers. After World War II, the leased passenger power which prewar consisted of E6, E7, K2, K3, and K4s basically became a group of ten K4s 4-6-2 steam locomotives; these basically left Long Island for the last time during 1951. During the fall harvest seasons of 1946 and 1947 a pool of four L1s 2-8-2 steam locomotives were leased from the Pennsylvania to handle the potato rush from the East End.

- * * * -

EARLY DIESEL ELECTRIC AND RELATED MOTIVE POWER

The City of Brooklyn had been fighting railroads in its streets and emissions from steam locomotives for many years. This lead to the Long Island Rail Road exploring alternate forms of motive power, entertaining an early diesel demonstrator during the third decade of the Twentieth Century. That demonstrator was from the combination of Ingersoll Rand, the American Locomotive Company, ("Alco") and the General Electric Corporation. During 1925 a pioneering diesel-electric locomotive, numbered 401 was acquired by the Long Island Rail Road. It was acquired primarily for service on the Bushwick Branch and the Evergreen Secondary Track. With a diesel electric on the roster the Pennsylvania Railroad / Long Island Rail Road wondered if a gasoline electric would be a better fit so an order was placed with the J.G. Brill Company for such a locomotive. The first 402 as it was identified was delivered to the Pennsylvania Railroad during 1928. It stayed in the Philadelphia area for acceptance testing which it failed miserably and was returned to the builder. Meanwhile the Baldwin Locomotive Works wanted to get in on the diesel electric action and agreed to provide a diesel electric locomotive of their own design. What was delivered to the Long Island Rail Road was a set of semi permanently coupled four wheel boxcab diesels which were less than perfect. Numbered 403A and 403B they were sent back to Baldwin for remanufacturing and returned able to work individually and with a much better prime mover cooling system. With the first 402 failing and the 403A and 403B back at the builders, there was a shortage of non steam power on the Long Island Rail Road. A second diesel electric was still needed on the Long Island so another Ingersoll Rand – Alco – General Electric boxcab was purchased and given the number second 402. The 403A and 403B would be replaced during 1945; the 401 and second 402 would be sold for scrap during 1951.

- * * * -

ELECTRIC MOTIVE POWER

Besides steam and diesel electric motive power the Long Island Rail Road has also rostered a small number of electric locomotives over the years. The first electric locomotive came to the Long Island during 1916 when the former Pennsylvania Railroad experimental electric locomotive once numbered 10001 and later 3950 was acquired and numbered 323 on the Long Island Rail Road. As this locomotive did not have a train brake system it was permanently coupled to a converted gondola which carried the requisite air compressor and tanks. It remained in service until July 1937.

The second group of electric locomotives came to Long Island in the form of BB3 locomotives which consisted of two six wheel boxcab type electric locomotives that were semi-permanently coupled together. These electric locomotives used 11,000 volts of alternating current and were assigned to the Bay Ridge branch. The New York, New Haven, and Hartford Railroad had trackage rights from Fremont Tower to Bay Ridge which resulted in it being electrified with a New Haven compatible 11,000 volts of alternating current. The locomotives delivered to the Long Island Rail Road were numbered from 324 to 330. It was quickly discovered that they were more powerful locomotives than were needed so the decision was made to rebuilt them as single six wheel boxcab locomotives which after the rebuilding were class B3 and numbered from 324 to 337. With the shutdown of the Bay Ridge electrification to the Long Island Rail Road during 1953 the B3's were stored and then scrapped over the next few years; all were gone by 1955.

During 1928 the Pennsylvania Railroad started to take delivery of L5 electric locomotives for use in the New York Electrified Zone. They replaced a number of 1910 and 1911 vintage class DD1's which in the eyes of the Pennsylvania still had some life left in them. Starting in 1928 and continuing into 1944 a group of twenty-three DD1's were transferred to the Long Island where they enabled the provision of a one seat ride between the East End lines and Pennsylvania Station, albeit with a locomotive change (steam to electric) at Jamaica. The DD1's were also used in freight service in the west end electrified section of the Long Island Rail Road. The DD1's were removed from service during 1952 which resulted in the call 'Change at Jamaica' returning to the east end trains. The DD1's were numbered from 338 to 360.

SUMMARY OF EARLY DIESELS AND ELECTRIC MOTIVE POWER

AA1	B-B experimental electric	323 (retired July 1937)
AA2	B-B boxcab diesels	401, second 402 (both retired in June 1951)
AA3	B+B boxcab pair	403A+403B (later separated into two independent units) (replaced in 1945, later sold)
none	B-B boxcab gasoline	first 402 (failed acceptance tests, never delivered)
BB3	0-C-0+0-C-0 electric	324 to 330 (later split into 0-C-0 units numbered 324 to 337 and reclassified B3) (out of service 1953)
DD1	4-4-0+0-4-4 electric	338 to 360 (out of service circa 1952)

- * * * -

**SUMMARY OF LONG ISLAND RAIL ROAD MOTIVE POWER
RETIREMENT OF PRINCIPAL STEAM CLASSES UP TO SEPTEMBER 1955**

C51s/C51sa	0-8-0	September 1948 to May 1952
G5s	4-6-0	(other than the seven tallied in the next table) April 1950 to July 1955
G53sd	4-6-0	May 1948 to July 1949 (two locomotives held for use as self propelled snowplows during the 1947 to 1948 winter)
H6sb	2-8-0	August 1947 to July 1949
H10s	2-8-0	(other than the three tallied in the next table) December 1948 to December 1954

- * * * -

**SUMMARY OF LONG ISLAND RAIL ROAD MOTIVE POWER
as of OCTOBER 10, 1955**

G5s	4-6-0	21, 24, 32, 35, 38, 39, and 50
H10s	2-8-0	108, 111, and 113
<p>These remaining ten steam locomotives were all retired in October 1955, one (35) was offered to Nassau County for display; one (39) was offered to Suffolk County for display.</p>		
GS4	GE 44 ton	400 (1950)
BS6	Baldwin VO660	403 (1945)
AS6	Alco S1	404 to 408 (1946), 413 to 421 (1949)
BS6a	Baldwin DS-4-4-660	409 to 412 (1948)
AS10	Alco S2	446 to 449 (1949)
BS10ac	Baldwin DR-4-4-1000	450 (1948, set up as a road switcher)
AS10c	Alco S2	451 to 460 (1949)
AGP10SC	Alco RS1	461 (1948), 462 (1949), 463 (1949), 464 (1949), 465 (1949), 466 to 469 (1950)
FGP16sc	Fairbanks Morse H-16-44	1501 to 1502 (1951), 1503 (1949, rebuilt former demonstrator delivered in 1951)
FGP16msc	Fairbanks Morse H-16-44	1504 to 1509 (1951)
AGP16msc	Alco RS3	1551 to 1560 (delivered during 1955 to retire all steam locomotives)
FP20sc	Fairbanks Morse CPA-20-5	2001 to 2008 (1950)
FP24sc	Fairbanks Morse CPA-24-5	2401 to 2404 (1951)

Motive power acquired after October 10, 1955 is not included in the above table.

- * * * -

SURVIVING LONG ISLAND STEAM LOCOMOTIVES

<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>
--------------	---------------	----------------	---------------	-------------

BROOKLYN EASTERN DISTRICT TERMINAL

12	H.K. Porter Co	6368	4/1919
-----------	-----------------------	-------------	---------------

This is a 0-6-0T tank locomotive with 18x24 cylinders and 46 inch diameter drivers that was built as U.S. Navy Fleet Supply Base – South Brooklyn 3, sold to Brooklyn Eastern District Terminal during 1922 becoming 12, sold to Ron Ziel¹ in July 1963, resold March 1971 to an individual in Florida who moved it around quite a bit, donated to the Florida Gulf Coast Railroad Museum in Tampa, Florida during 1982.

13	H.K. Porter Co	6369	4/1919
-----------	-----------------------	-------------	---------------

This is a 0-6-0T tank locomotive with 18x24 cylinders and 46 inch diameter drivers that was built as U.S. Navy Fleet Supply Base – South Brooklyn 4, sold to Brooklyn Eastern District Terminal during 1922 becoming 13, sold to George Hart July 1963 for his Rail Tours Incorporated, relocated to Strasburg, Pennsylvania and acquired by the Commonwealth of Pennsylvania in January 1977 for preservation. The former 13 was subsequently resold during January 2011 to a private owner in Ohio for potential restoration'

14	H.K. Porter Co	6260	8/1920
-----------	-----------------------	-------------	---------------

This is a 0-6-0T tank locomotive with 18x24 cylinders and 46 inch diameter drivers built as Mesta Machine Works 5 in West Homestead, Pennsylvania; sold to the Birmingham Rail and Locomotive Company in January 1932 and to the Brooklyn Eastern District Terminal as their 14 in February 1935, sold to George Hart in July 1963 for his Rail Tours Incorporated. This locomotive was leased to the Black River and Western Railroad but not used; sold to the Delaware and Ulster Railroad in the late 1980's and is the subject of a cosmetic restoration project.

15	H.K. Porter Co	5966	3/1917
-----------	-----------------------	-------------	---------------

This is a 0-6-0T tank locomotive with 18x24 cylinders and 46 inch diameter drivers built as Mesta Machine Works number unknown in West Homestead, Pennsylvania; sold to Brooklyn Eastern District Terminal on an unknown date becoming 15, sold to Ed Bernard² in July 1963 and then to the Southern Appalachia Railway in Burnsville, North Carolina in May 1965, resold to the Toledo, Lake Erie and Western Railroad in April 1975 as their 15; stored in Grand Rapids, Ohio on an unknown date. This locomotive was sold during 1998 to the Strasburg Railroad who rebuilt the locomotive to resemble "Thomas the Tank Locomotive" by April 29, 1999.

16	H.K. Porter Co	6780	1/1923
-----------	-----------------------	-------------	---------------

This is a 0-6-0T tank locomotive with 18x24 cylinders and 46 inch diameter drivers built as Astoria Power and Light 5, sold on an unknown date to the Fleischman Yeast Company in Peekskill, New York, number unknown. This locomotive was resold to the Brooklyn Eastern District Terminal in January 1939 via the Birmingham Rail and Locomotive Company. Sold July 1963 to George Foster, subsequently to the real estate company who had purchased the shop area of the Brooklyn Eastern District Terminal Railway property until 1988 when it was threatened with scrapping as the owner failed to remove it from the property. This locomotive was acquired by the Railroad Museum of Long Island in Riverhead, New York.

¹ The immediate post BEDT ownership of the 12 and the 15 are shown as per the records of Harold Fagerberg, there has been some discussion that the ownership was actually the reverse of that shown.

² Ibid.

SURVIVING LONG ISLAND STEAM LOCOMOTIVES (continued)

<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>
--------------	---------------	----------------	---------------	-------------

LONG ISLAND RAIL ROAD

G5s	third 35	Pennsylvania RR – Juniata	4201	10/1928
------------	-----------------	----------------------------------	-------------	----------------

This was a 4-6-0 steam locomotive with 24x28 cylinders and 68 inch diameter drivers; it was received on November 22, 1928. This locomotive is believed to have received Automatic Speed Control ("ASC") circa 1951. The third 35 was retired in October 1955. This locomotive was donated to Nassau County and put on display in Eisenhower (formerly Saulsbury) Park. This locomotive was subsequently relocated twice as a part of a restoration project. See note G regarding this locomotive at the end of the roster. It is currently located at the Oyster Bay Railroad Museum in Oyster Bay, New York where a partial restoration is in progress.

G5s	fourth 39	Pennsylvania RR – Juniata	4207	6/1929
------------	------------------	----------------------------------	-------------	---------------

This was a 4-6-0 steam locomotive with 24x28 cylinders and 68 inch diameter drivers; it was received on June 28, 1929 as fourth 39. This locomotive is believed to have received Automatic Speed Control ("ASC") circa 1951. This locomotive retired in October 1955. In June 1956 it was offered to Suffolk County for display, they chose not to accept it and it was donated to the Carriage House Museum in Stony Brook instead. The number plate of the fourth 39 was presented to Roy Campanella of the Brooklyn Dodgers circa 1958 and the number plate of the fourth 38 was transferred to this engine creating the 'fifth 38'. This locomotive was subsequently relocated to Riverhead as a part of a restoration project which is ongoing.

NEW YORK NAVY YARD, Brooklyn, New York

7	Vulcan Iron Works	2644	4/1917
----------	--------------------------	-------------	---------------

This was a 0-4-0T steam tank locomotive with 14x20 cylinders and 37 inch diameter drivers built as Brooklyn Navy Yard 7. This locomotive was sold to the Foundation Company in Racine, Quebec (via T.F. Carey, dealer) as their unknown number on January 31, 1942; resold to the American Creosote Company as their number 7 in Jackson, Tennessee on February 4, 1942. This locomotive was acquired by the Illinois Railroad Museum in October 1965; since 1971 it has been undergoing restoration.

PENNSYLVANIA RAILROAD LOANED TO THE LONG ISLAND RAILROAD

E6s	3rd 460	Juniata	2860	8/1914
------------	----------------	----------------	-------------	---------------

This is a 4-4-2 steam locomotive with two 23½x28 inch cylinders and 80 inch diameter drivers. Known as the 'Lindberg Engine' for its use on a newsreel special between Washington D.C. and Manhattan Transfer that conveyed film of Lindberg's arrival in Washington D.C. after his New York to Paris flight in 1927. This locomotive as later leased to the Long Island Rail Road from March, 1937 until January, 1939; and for various short periods thereafter; leased during 1953 to the Pennsylvania-Reading Seashore Lines. Removed from service on the Atlantic District during October, 1955 and retired from active service on January 11, 1956. Eventually this locomotive was stored in Northumberland, Pennsylvania. This locomotive was acquired by the Penn Central Transportation Company as a result of a February 1, 1968 merger and then acquired December, 1979 by the Commonwealth of Pennsylvania; this locomotive had been in the possession of the State Railroad Museum of Pennsylvania via lease since October, 1969.

SURVIVING LONG ISLAND STEAM LOCOMOTIVES (continued)

<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>
--------------	---------------	----------------	---------------	-------------

PENNSYLVANIA RAILROAD LOANED TO THE LONG ISLAND RAILROAD (continued)

K4s	1st 3750	Juniata	3703	___/1920
------------	-----------------	----------------	-------------	-----------------

This is a 4-6-2 steam locomotive with 27x28 inch cylinders and 80 inch diameter drivers that was built as Pennsylvania Railroad class K4s first 3750. This locomotive was used on the funeral train of President Warren G. Harding in August 1923. This locomotive was stored as a part of the Pennsylvania Railroad Historical Collection. During 1956 this locomotive was renumbered to second 1757³ but remained in storage in Northumberland, Pennsylvania. This locomotive was acquired by the Penn Central Transportation Company as a result of a February 1, 1968 merger and then acquired December, 1979 by the Commonwealth of Pennsylvania; this locomotive had been in the possession of the State Railroad Museum of Pennsylvania via lease since October, 1969. This locomotive was returned to its original number of 3750 by the State Railroad Museum of Pennsylvania during 1983.

G5s	1st 5741	Juniata	3966	11/1924
------------	-----------------	----------------	-------------	----------------

This is a 4-6-0 steam locomotive built for powering commuter trains primarily in the Pittsburgh area. A locomotive shortage saw the Long Island Rail Road lease G5s 5741 from the Pennsylvania for a period during September 1955; it was operated coupled to a LIRR tender which gave it the appearance of 'LIRR 5741'. Its tour of duty over, the PRR 5741 was re-coupled to its original tender and returned to the Pennsy. Retired by the Pennsylvania Railroad during December, 1955 and stored as a part of the historic collection. This locomotive was acquired by the Penn Central Transportation Company as a result of a February 1, 1968 merger and then acquired December, 1979 by the Commonwealth of Pennsylvania; this locomotive had been in the possession of the State Railroad Museum of Pennsylvania via lease since October, 1969.

QUEENS SUBWAY, APARTMENT AND LOFT BUILDING CORPORATION, Long Island City

1	Vulcan Iron Works	3340	8/1923
----------	--------------------------	-------------	---------------

This is a 0-4-0T thirty-six inch gauge steam locomotive with 9x14 cylinders and 28½ inch diameter drivers built new for the Queens Subway, Apartment and Loft Building Corporation number 1. Locomotive 1 was sold to the Chase Metal Works on an unknown date, on January 27, 1931 the locomotive was sold to the Grey Steel Products Company, and on March 24, 1932 was sold to the Cheney Lime and Cement Company as their number 1; this locomotive was stored in Allgood, Alabama as of 2012 but has subsequently put on display in a museum in Allgood.

3	Vulcan Iron Works	3380	9/1923
----------	--------------------------	-------------	---------------

This is a 0-4-0T thirty-six inch gauge steam locomotive with 9x14 cylinders and 28½ inch diameter drivers built new for the Queens Subway, Apartment and Loft Building Corporation numbers 3. Locomotive 3 was sold on an unknown date to John S. Lane and Sons, then to Basalt Trap Rock Company in January 1943. The locomotive was rebuilt by the Madden Boiler Works of Hollidaysburg, Pennsylvania in April 1948 and passed to the Kovalchick Salvage firm⁴ who resold it to the Camden – Rockport Historical Society who display it lettered as 'Rockport Railroad' in Rockport, Maine. It was subsequently transferred to the City of Rockport and moved to a display near the harbor.

- * * * -

³ The first 1757 was the prototype K4s and had originally been added to the historic collection but it was scrapped due to its deteriorated condition. The 3750 was then renumbered to act as a substitute. Note that the first 1757 had also been loaned to the Long Island Rail Road.

⁴ The Kovalchick Salvage firm also owns the East Broad Top Railroad.

NOTES

No author is perfect and I certainly include myself in that group. I welcome corrections, comments, and constructive criticisms via E-Mail at EdwardMKoehler@nyc.rr.com. This material copyright (C) 2019 by Edward M. Koehler Jr.

Edward M. Koehler
March 22, 2024