

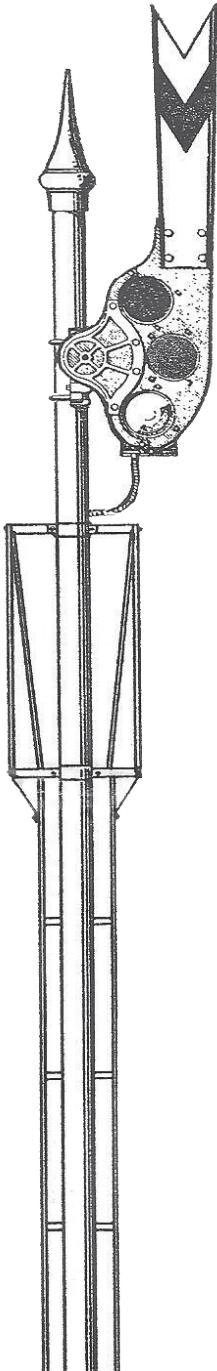


# SEMAPHORE



Celebrating 60 Years Service to the Long Island Rail Enthusiast Community

## February 2026



A New Haven FL9 working the Polar Express train on the Cape Cod Central. M. Boland photograph

It is wintertime and there is always the chance that inclement weather will rear its snowy head! If the Babylon Public Schools are closed due to snow on the meeting day, the in person meeting segment at the Van Bourgondien House will not occur. Our meeting will be conducted entirely on Zoom® (see page 2). The safety of our members is the paramount concern for this policy.

**February 20, 2026:** Join your fellow Chapter members at 8:00 PM (eastern time) on February 20, 2026, for our monthly membership meeting. We will be meeting in our usual venue, The Van Bourgondien House located at 600 Albin Avenue, West Babylon, New York. The presentation this evening will be given by our own Board Member Mike Boland who will educate us on working as a conductor on the Polar Express train operated by the Cape Cod Central via Zoom®. Full details are on Page 2. And yes, there is a Long Island Rail Road connection!

**March 20, 2026:** The March Membership meeting will take place at 8:00 PM (eastern time). We will be meeting in our usual venue, The Van Bourgondien House located at 600 Albin Avenue, West Babylon, New York. We are working on a potential speaker for this evening.

**April 17, 2026:** The scheduled date for the April Membership meeting. The Long Island Sunrise Trail Chapter NRHS will be sixty years old on April 23, 2026. We have several items in the planning stages to celebrate this event.

**It's that time of year again! The holidays have passed and the gloom of winter has arrived. It is also the renewal season for your membership in the Long Island Sunrise Trail Chapter NRHS! See page 3 of this issue of the SEMAPHORE for your renewal form. In a short time, around March 1, we will begin to remove those folks who have not renewed from our mailing lists. If you have a National membership that needs renewal, or wish to join the National organization, visit their website using this link: <https://secure.nrhs.com/forms/join-and-renew>.**



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



## LOG IN INFORMATION FOR THE FEBRUARY 2026 MEMBERSHIP MEETING

**THIS IS HARD TO WRITE BUT IT NEEDS TO BE SAID. LAST MONTH ONE OF THE MEMBERS COMING IN VIA ZOOM® DECIDED TO PROVIDE AN 'ALTERNATE NARRATION' FOR THE PRESENTATION. BECAUSE HE ONLY SPOKE WHILE THE PRESENTER WAS SPEAKING I WAS UNABLE TO TRACK WHO IT WAS (I WAS ALSO DOING THE PRESENTATION). THIS ACTION WAS AND IS DISGUSTING AND IS UNACCEPTABLE BEHAVIOR, INAPPROPRIATE FOR BOTH A LONG ISLAND SUNRISE TRAIL CHAPTER MEMBER AND AN ADULT. THE CHOICE OF PHRASES USED DID SUGGEST A SOURCE. IF YOU HAVE SOME SORT OF A PROBLEM WITH THE CHAPTER OR ITS OFFICERS, SEND AN EMAIL TO THE BOARD VIA THE CONTACT PAGE ON OUR WEBSITE SO IT CAN BE DISCUSSED. YOU SHOULD ALSO SEND AN APOLOGY TO THE OTHER MEMBERS IN ATTENDANCE THAT EVENING.**

### LOG IN INFORMATION FOR THE FEBRUARY MEMBERSHIP MEETING

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 February membership meeting of the Long Island Sunrise Trail Chapter NRHS will take place at

**8:00 PM on Friday February 20, 2026  
The Van Bourgondien House  
600 Albin Avenue, West Babylon, New York, 11704**

Longtime LIRR fan, author, LIST Board member and modeler Mike Boland was hired this past Christmas season by the Cape Cod Central Railroad's **POLAR EXPRESS** – Its annual Holiday Season event as a "Dress Conductor" to ride its "PEX" train to the North Pole for five weeks between Thanksgiving and Christmas. Lifting tickets, assisting passengers, answering questions and posing for passengers, both adults and children, many dressed in pajamas and robes. Mike took along his camera and captured the magic of the season as the CCC's **POLAR EXPRESS** made up to three runs daily with its nine-car consist. With two full-dome cars and an interesting, colorful variety of other passenger cars, the train included two "old" LIRR C-1 bilevel cars complete with loading ramps! He was even assigned to work those cars on one particular evening, making it the thrill of a lifetime. The train was powered by rebuilt New Haven McGinnis painted and holiday decorated FL9's; and a chop-nose Geep in MASS COASTAL colors. Come along and enjoy a last look at Christmas 2025 as Mike relives his "experience of a lifetime."

**Friday, February 20, 2026 at 8:00 PM** eastern, **7:00 PM** central: The February Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society will feature a presentation by Mike Boland on the Cape Code Central's **POLAR EXPRESS**.  
To attend the LIST-NRHS Membership Meeting, please click this link:  
<https://us06web.zoom.us/j/84109020196?pwd=RFXSfEfWC1JhOZizdDpwI6cbh4eAEW.1>  
Meeting ID: 841 0902 0196      Passcode: 158726

- \* \* \* -

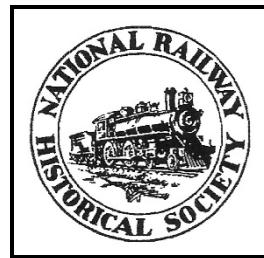
**Do note that your normal internet or cell phone charges may apply.**

If you have any questions, please email your Chapter President Edward Koehler at [EdwardMKoehler@NYC.RR.COM](mailto:EdwardMKoehler@NYC.RR.COM) but remember Email service ends at 3:00 PM on the meeting date.



**LONG ISLAND SUNRISE TRAIL  
CHAPTER  
NATIONAL RAILWAY HISTORICAL  
SOCIETY**

**Founded in 1966**



## **2026 CHAPTER MEMBERSHIP DUES NOTICE**

The annual dues for the year 2026 for the Chapter are now due and payable by January 1, 2026.

The annual dues for membership in the Long Island Sunrise Trail Chapter are	\$20.00
The annual dues for a family member in the Long Island Sunrise Chapter are	\$ 1.00

We would like to remind you that your Chapter is recognized by the Internal Revenue Service as an IRC 501(c)(3) charitable organization, which means donations to this Chapter are tax deductible to the extent of tax regulations.

Total Dues Amount Enclosed	\$ _____
Donation	\$ _____
Total Remittance	\$ _____

Please return your remittance and this form to:

**Alan Mark, Treasurer  
Long Island Sunrise Trail Chapter NRHS  
111 Greenbelt Parkway  
Holbrook, New York, 11741-4439**

Do not use this mailing address for any payment other than dues renewals. Do not send your dues to the Babylon Post Office Box. Thank you!

**Renewal**       **New Member**

**Name of member** \_\_\_\_\_

**Name of family member (if there is a family member)** \_\_\_\_\_

**Street, City, State and Zip Code** \_\_\_\_\_

\_\_\_\_\_

**Telephone ( )** \_\_\_\_\_

**Email address** \_\_\_\_\_

Please provide your email address, while the SEMAPHORE will continue to be distributed by mail, we regularly send additional items via email.

We need your mailing address to make sure our SEMAPHORE mailing labels are correct.

Please note that dues for the National organization are separately payable and you should have already received an email notice for their payment. To join or renew your National membership, click this link: [Join and Renew](#).

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

# _____	LIRR 2026 calendar <b>NEW!!!</b>	@\$8 each Total _____
# _____	LIRR 2025 calendar (in short supply!)	@\$8 each Total _____
# _____	175 <sup>th</sup> AND 185 <sup>th</sup> LIRR Anniversary Journals	@\$7 for BOTH Total _____
# _____	The LIRR drawings of Vincent Quattroche	@\$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 _____
# _____	The Long Island Rail Road, In Color Vol. 5 *	@\$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

Thanks to Chapter President Ed Koehler for providing the presentation CELEBRATION 2025 to the assembled members at the January meeting. Yes there was a bit of a technical glitch at the beginning of the presentation but as soon as Ed became aware of it, actions were taken to correct them. Part of the issue is a incompatibility with Microsoft Office 365 PowerPoint® and Zoom® when PowerPoint is in certain display modes; sometimes it works, other times it does not and there is no way to tell what is happening at the originating computer. On October 5, 2025 I was doing a live presentation for the South Central Wisconsin Division of the National Model Railroad Association, a two person professional crew with multiple computers and a mixing board. While I was live with about forty persons in the room, there were quite a number on Zoom® elsewhere in Wisconsin. Every time the producers started the presentation, Zoom® started to broadcast something else. It took ten minutes for this professional crew to finally work out a solution, and the digital audience did not hear the musical soundtrack. And then there was the ABC Evening News on Wednesday, January 28, 2026; now less than three newsclips failed to run when David Muir called them up. Please consider, if this Chapter was to hire professional staff for our meetings, this cost would have to be added to the annual dues amount.

Last month we published a photo request from new member and retired LIRR engineer Ralph Masi about American flags displayed from holders on the GP38-2 locomotives. While we did not get any responses that include images with did receive an email from member Derek Stadler and we quote:

*"This email is in response to the Semaphore's call for photos of American flags displayed from holders on the locomotive. I do not have any photographs, but I distinctly recall being at Long Island City station and watching an engineer place a flag in the holder of a GP38-2 in about 1997 or 1998. I often wondered about it since I don't recall seeing it again. Although from my recollection the flags were not that large as to create a clearance issue, it may have been due to the canopy at Jamaica station. From what I remember the flag was on the left side next to the side window. But it's been so many years it's hard to know for sure."*

Thank you Derek for your response. But we are still asking, are there any photographs out there?

**Do you have something to write about?** Your SEMAPHORE is always looking for relevant articles about railroads and railed transit in the Long Island region, and we would gladly consider your contribution. Please submit any material you have no later than the fourth Friday of the month (one week after the membership meeting) to be eligible for the following months newsletter. All submissions will be subject to editorial review. All submissions should be in Microsoft Word® format, set up on 8½ by 10 inch pages with a one inch border all around. Thank you for considering participating.

**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**

## A QUESTION FROM OUR WEBSITE, THE ANSWER MAY INTEREST YOU ALL

Edward M. Koehler

Hello. Would you be able to tell me or direct me to someone who would know what type of engines were used on the Montauk Line. My father took the train from Bay Shore to Jamaica and/or Hunter's Point Avenue each day for approximately forty years. The timeframe was from 1954 to 1995. I commuted with him for a short time. The only time he took a new train was if we had to change at Babylon. I didn't know about Hunter's Point Avenue as I went to Penn Station. I couldn't find this info on the internet, at least not in a format I could understand, and my father died many years ago. Thank you for your time. J\*\*\* Q\*\*\*\*.

Ms Q\*\*\*\*; the time line you have specified (1954 to 1995) makes for an interesting and somewhat complicated response, but it is do-able. First, let me remind you that Bay Shore station had two different patterns of trains serving it. Probably the most common was the Babylon – Patchogue shuttle train, (referred to as a 'Scoot' in Long Island Rail Road parlance). This train would shuttle back and forth between Babylon and Patchogue all day; passengers wishing to go to Brooklyn, Jamaica, or Penn Station would have to change trains at Babylon. The second pattern of trains coming through Bay Shore would have usually originated in either Speonk or Montauk. This service pattern is still current today (2026).

Now, as for the locomotives on the head end of these trains, starting in the year 1954 opens up the possibility of an occasional train hauled by a steam locomotive from either Speonk or Montauk. This would have been one of last survivors of the thirty-one Pennsylvania Railroad design G5s 4-6-0 steam locomotives that the LIRR rostered (numbers 20 to 50). Most of the Montauk branch line trains were usually in the hands of diesel-electric locomotives after circa 1950-1953 so this would have been a rare sighting, the era of steam locomotives on regularly scheduled passenger trains ended on October 10, 1955.



This image of LIRR G5s number 30 was taken between 1929 and 1943.

As for the Babylon – Patchogue Scoot, this train would have drawn motive power from a pool of nine Fairbanks-Morse H-16-44 type locomotives (numbers 1501 to 1509) (operated from 1951 until the first quarter of 1964) or from the ten American Locomotive Company ('Alco') model RS-3 (numbers



LIRR Fairbanks-Morse H-16-44 1501 passing NASSAU Tower in an undated image.



LIRR Alco RS3 1556 at HALL Tower with the 'preheat' train in an image from A. Huneke.

1551 to 1560) (operated August 1955 to 1977). The trains from Speonk and Montauk would have usually drawn one of the Fairbanks Morse CPA-20-5 2000 horsepower cab unit locomotives (numbers 2001 to 2008) (operated 1950 until the first quarter of 1964). Note that there were four similar

Fairbanks Morse CPA-24-5 2400 horsepower cab unit locomotives (numbers 2401 to 2404), but these were usually allocated to Port Jefferson branch trains (operated from 1951 to the first quarter of 1964).



LIRR Fairbanks-Morse CPA-24-5 number 2001 in Morris Park in a W. Rugen photograph.



LIRR Fairbanks-Morse CPA-24-5 number 2404 in Richmond Hill, undated image by W. Rugen.



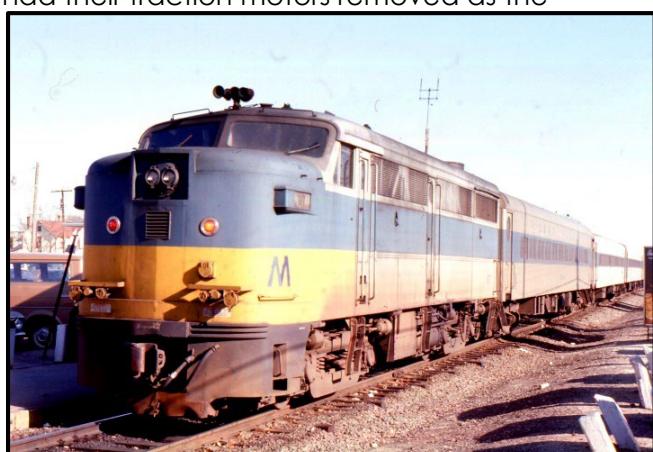
March 1964 finds Long Island Rail Road Alco C-420 standing at the builders plant in Schenectady.

locomotive on the east end, followed by the passenger cars (up to ten), and to provide the 600 volts direct current for lighting, heating and air conditioning ('hotel power') in the passenger cars; there was a Power Car on the west end of the train's consist. These Power Cars were converted Alco FA1 or FA2 cab freight locomotives that had had their traction motors removed as the generator output was now being used for hotel power. These former locomotives retained their cabs however, giving the train crews a control position, with the locomotive, at each end of the train. That locomotive would pull the train in the eastbound direction and push the train in the westbound direction. Multiple unit cabling in the passenger cars would allow the crew in the power car to control the locomotive.

In February 1977 the Long Island Rail Road received twenty-two Electromotive Division (of General Motors) model GP38-2 locomotives (numbered 250-271). These locomotives replaced the Alco C420's numbered 200 to 221 which were sold off.

In late 1963 – early 1964 the Fairbanks-Morse locomotives were retired and replaced by twenty-two Alco C-420 2000 horsepower locomotives (numbers 200 to 221). At this time the Babylon – Patchogue Scoot would almost always have an RS-3 locomotive on it; the C-420's going to the Speonk and Montauk trains. Note, an additional eight Alco C-420's were acquired during 1968 (numbers 222 to 229).

In May 1971 the Long Island Rail Road introduced a new form of operations. Former multiple units cars that had been replaced by newly delivered M1 class multiple unit cars were converted to push-pull service. These trains usually consisted of an Alco C-420



LIRR power car 618 in Ronkonkoma during January 1973. E.M. Koehler photograph.

In March 1977 an additional five GP-38-2's were received from Electromotive Division (numbers 272 to 277) which saw the last eight Alco C-420's leave the island. In 1983 to 1984 the Long Island Rail Road modified a number of their Electromotive Division model MP15 freight locomotives (161 to 172) to work as either power cars or passenger locomotives, this saw a number of the Alco FA1 or FA2 power cars being set aside.



**LIRR Electromotive Division GP38-2 number 274 on the rear of a train, May 26, 1997, by E.M. Koehler.**



**LIRR Electromotive Division MP15 number 161 converted for push-pull service, April 2, 1995, by E.M. Koehler.**

In October-December 1999 the Long Island Rail Road completely changed its passenger equipment with new locomotives and passenger cars, but that would be out of the time frame specified.

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**THE LONG ISLAND RAIL ROAD MODELER BY MIKE BOLAND**  
**THIS MONTH'S FEATURE:**  
**ATTENDING THE 2026 PROTOYPE RAILS RAILROAD PROTOTYPE MODELERS**  
**MEET IN COCOA BEACH, FLORIDA ON JANUARY 8-10<sup>TH</sup>, 2026**

Once again, I had the distinct pleasure to both attend and present at this year's Cocoa Beach Railroad Prototype Meet held in early January. This is really one of the great Railroad Prototype Meet held every year and more than 200 modelers attended the 2½ day event held at the Hilton Hotel on the beach by the Atlantic Ocean.

As usual, the meet was quite a success and had outstanding models in all scales on table after table and the usual superb clinics on a number of subjects including freight cars, passenger cars, operations and industries, layouts, prototype railroads and railroading, "how-to," and locomotives. As usual, Jeff Aley gathered some great shows and was technically superb again!

This year I went generic and presented a show entitled "Passenger Cars and Passenger Trains." It was well-received and I probably will repeat it at the New England Railroad Prototype Meet to be held in late May of this year in Springfield, MA. I had about 20 attendees and a smaller number for my second presentation on Friday afternoon at 4pm because it coincided with a rocket launch from nearby Cape Canaveral at the JFK Space Center; after many delays it went off at about 5 o'clock and all one had to do was to walk to the nearby beach for a front row seat. Incredible!

The launches at night are much more dramatic.

As usual, there were a number of vendors present with lots of things for sale. This year I stocked up on a number of Accurail boxcars which were sold by A&S Trains, who are located just south of me in Venice. I also picked up a few ready-to-run freight cars from my friend Bob DeStefano of Thoroughbred Models since he always has reasonable prices.

One disappointment was that for the first time in my memory, there were no photo vendors present this year; what's an Railroad Prototype Meet without the necessary photos for modelers to use as they model their favorite prototypes? Why? I sure hope this doesn't happen again.

One good thing that was mentioned to me by a meet organizer is that they have finally been approved for Internal Revenue Code 501(c)3 status and that they have signed a three-year contract with the Hilton to keep the meet at its present location and NOT raise prices for three years. Yes, this is QUITE a GOOD THING!

Last year the extremely bad weather up north kept a lot of modelers, vendors and presenters from coming to the meet and this year, unfortunately, it was the flu that forced some presenters to not be able to do their shows as well as attend. Perhaps next year will be a better one.

Nonetheless, the meet was a remarkable success, as it always is.

I also picked up about a dozen freight cars—all box cars—from the estate of the late Mike Brock, who originally organized the meet and put it together for many years. Mike was an avid modeler and he worked for NASA. Mike is always missed but in his honor, there is a "Best in Show" award that modelers can vote for every year. Man, this a tough thing to do since all the models are really fantastic.

Here is a list of some of the clinics and presentations I attended:

Jim Hopes: "Six Tips for Successful Weathering" based on an article he wrote for RAILROAD MODEL CRAFTSMAN.

David D. Vaughan: "The Most Important Part of Weathering Is Before You Pick Up a Brush."

Mont Switzer: "Little Things That Establish Era and Location."

Lance Mindheim: "Scene Composition for the Prototype Modeler."

Bob Weber: "Pullman Consists 1927-1968."

Chris Adams: "Modeling the Valley Local-A New Haven Layout in HO."

Al Brown: "Quick Hits-Freight Car Projects for a Busy Year."

Tony Thompson: "Modeling SP Operating Practices."

Clark Propst: "Roundhouse 50-foot Double Door Single-Sheathed Boxcars."

I also attended a number of substitute clinics that were scheduled due to illness. These were also quite good. One was on New Jersey and Indiana Railroad boxcars; "Realistic Operations" was another clinic that was good. There was also an informative and interesting clinic on repowering brass locomotives and installing DCC decoders in them.

And, of course, there are a few clinics that I could not attend due to scheduling conflicts. Unfortunately, absent this year were Ted Culotta, Tony Koester and Bob's Photos

I did not attend the Shake n' Take clinic this year since it was about 36-foot stockcars; I decided it was not worth it. Plus, I have a number of cars from previous clinics that I need to finish and bring to a future meet here.

So, all in all, a very successful meet and well worth it.

A quick news item: I purchased a resin kit of a LIRR N22B bay window caboose from 3DPTrain of Decatur, TN. It is quite a model so I'll be writing about it soon!

Until next time, happy modeling!

## LONG ISLAND RAIL ROAD HAPPENINGS

Other than the weekend closures of the Atlantic Avenue branch between Jamaica and Atlantic Terminal each weekend to allow for the rebuilding of the Atlantic Avenue Viaduct; we have nothing to share with you this month.

The snow storm of January 25, 2026 certainly affected the Long Island Rail Road. Using the Radar.MTA.info website we regularly viewed the LIRR during this period at various times. On Saturday night we noticed a patrol train out on the line, it was numbered '2' which suggests that there was a previous patrol train (or one just not shown on the website.) On Sunday morning, frustrated by not being able to go to Springfield I again viewed the website, Patrol Trains numbered from 2 to 5 were seen, again no number '1'. Later in the day around 3 PM the site was visited again. The Patrol trains were gone, and an Alcohol train (MP15-modified M1 car-MP15) was seen out on the line, it was numbered 2 which infers that there was a number '1' but again, it was not seen. We do know that the LIRR has two alcohol trains available.

We are always interested in considering relevant photographic submissions. Best if they are in .JPG or .JPEG format and aligned as landscape. Here is one we received as we were finalizing your February issue of the SEMAPHORE.



Road Foreman of Engines Barry Johnson shared this image of two snowy push pull trains in Babylon Yard on January 27, 2026. Notice the snow covered multiple units in the left background. It does look cold out there!

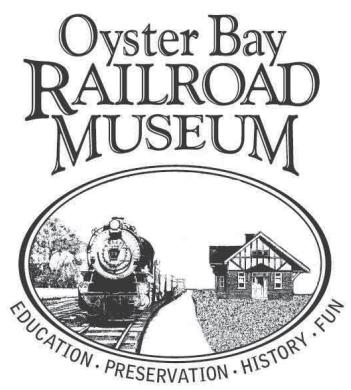
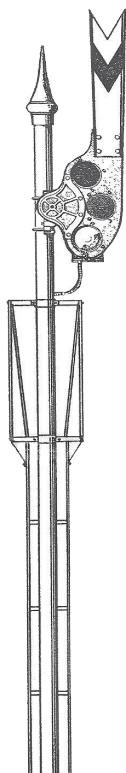
## PAUMONAUK PUSH PULLS – THE LONG ISLAND RAIL ROAD FA FLEET

This is the second part of our reprint of an article originally published in early 1977, it has not been updated.

<u>Number</u>	<u>to LIRR</u>	<u>to GE</u>	<u>Formerly</u>	<u>Serial</u>	<u>Date</u>	<u>Spec Number</u>
600	3/5/74	11/73	PC 1302	79301	10/51	DL212
Built as New York Central Railroad 1102, to Penn Central 1102 on 2/1/68, renumbered to 1302 4/68, stored 6/7/72 at the Altoona shops						
601	5/24/71	5/69	L&N 317	81964	6/56	DL212
602	6/24/71	8/6/69	L&N 309	80903	5/56	DL212
603	7/29/71	5/70	L&N 315	81087	6/56	DL212
This was the last active Louisville and Nashville FA type locomotive.						
604	8/27/71	5/69	L&N 314	81086	6/56	DL212
605	10/29/71	5/69	L&N 310	80904	5/56	DL212
This locomotive was placed out of service at the South Louisville Shops in 12/68.						
606	12/27/71	5/69	LI&N 321	81968	6/56	DL212
This locomotive was placed out of service at the South Louisville Shops in 12/68.						
607	5/28/72	1/72	WM 303	78606	1/51	DL212
608	6/15/72	1/72	WM 304	78607	1/51	DL212
WM 304 was the only Western Maryland FA type locomotive to receive their distinctive red, white, and black paint scheme.						
609	9/25/72	6/72	WM 301	78494	1/51	DL212
610	10/13/72	6/72	WM 302	78495	1/51	DL212
611	7/29/72	5/72	PNC	76672	2/49	DL208C
Built as Spokane, Portland and Seattle Railroad 856A-2, renumbered to 857, on 3/3/70 to Burlington Northern Railroad 4102 as a result of a March 1, 1970 merger, out of service 12/71, sold 3/10/72 to Precision National Corporation who resold it to General Electric in 5/72.						
612	11/20/72	6/1/72	BN 4100	76671	2/49	DL208C
Built as Spokane, Portland and Seattle Railroad 856A-1, renumbered to 856, on 3/3/70 to Burlington Northern Railroad 4100 as a result of a March 1, 1970 merger.						
613	2/14/73	6/1/72	BN 4120	78286	12/50	DL208C
Built as Spokane, Portland and Seattle Railroad 866A-1, renumbered to 866, on 3/3/70 to Burlington Northern Railroad 4120 as a result of a March 1, 1970 merger.						
614	3/8/73	6/1/72	BN 4104	76673	2/49	DL208A
Built as -Spokane, Portland and Seattle Railroad 858A-1, renumbered to 858, on 3/3/70 to Burlington Northern Railroad 4104 as a result of a March 1, 1970 merger.						
615	4/19/73	6/1/72	BN 4116	76838	4/49	DL208A
Built as Great Northern 442A, sold to Spokane, Portland and Seattle Railroad in 1/50, becoming 861A-1, renumbered to 864. Between 1964 and 1968 the left side of this unit was damaged in a wreck; it was repaired with body parts from Erie - Lackawanna FB1 7353 (ex Erie 735C). This unit became Burlington Northern Railroad 4116 as a result of a March 1, 1970 merger; it did not arrive at General Electric until 7/72.						
616	7/28/73	6/1/72	BN 4108	76675	2/49	DL208A
Built as Spokane, Portland and Seattle Railroad 860A-1, renumbered to 860, on 3/3/70 to Burlington Northern Railroad 4108 as a result of a March 1, 1970 merger.						
617	4/24/74	7/72	PC 1333	75425	10/47	DL208A
Built as New York, New Haven and Hartford Railroad 0428, to Penn Central 1333 on 1/1/69 due to a merger, stored at Collinwood shops 6/7/72, retired 6/23/72.						
618	6/16/74	7/72	PC 1330	75276	5/47	DL208A
Built as New York, New Haven and Hartford Railroad 0401, to Penn Central 1333 on 1/1/69 due to a merger, stored at Collinwood shops 6/7/72, retired 6/23/72.						

Carbodies for 600 to 610 are generally referred to as FA2 models, while 611 to 618 are FA1's. All of the units were traded in to General Electric by their previous owners except for the four Western Maryland units and the single Precision National unit.

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
PO Box 507  
Babylon, New York 11702-0507



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