

**Pennsylvania Railroad Gas and Oil-electrics Roster**  
**"Doodlebugs"**

Effective: all-time

Updated 7/30/2018

Road No.	Type	Class	Drive	Delivered	Builder	Length	Orig Engine	HP	Empty Wt.	Repowered	Disposition	Notes
4635	Brill-80	GEW250A	Gas-elec	1926	Brill	60 ft	Brill/WH-250	250	90,000 lbs	Cummins LIS-600 in 1946	Scrapped 1952	Sold to PRSL 400 in 1935
4636	Brill-80	GEW250A	Gas-elec	1928	Brill	60 ft	Brill/WH-250	250	90,000 lbs	No	Scrapped 1949	
4637	Brill-350	GEW350	Gas-elec	1928	Brill	73 ft	Winton-110	2 at 175	132,000 lbs	No	Scrapped 1948	
4638	Brill-350	GEW350	Gas-elec	1928	Brill	73 ft	Winton-110	2 at 175	132,000 lbs	No	Scrapped 1948	
4639	Brill-350	GEW350	Gas-elec	1928	Brill	73 ft	Winton-110	2 at 175	132,000 lbs			Rebuilt as tower car 489503 in 1951
4640	Brill-350	GEW350	Gas-elec	1928	Brill	73 ft	Winton-110	2 at 175	132,000 lbs	Two Cummins HBIS-6 in 1943	Scrapped 1962	
4641	Brill-350	GEW350	Gas-elec	1928	Brill	73 ft	Winton-110	2 at 175	132,000 lbs	Two Cummins HBIS-6 in 1943	Scrapped 1959	
4642	Brill-350	GEW350	Gas-elec	1928	Brill	73 ft	Winton-110	2 at 175	132,000 lbs	No	Scrapped 1949	
4643	Brill/Mack-240	GEW240	Gas-elec	1928	Brill/Mack	73 ft	Mack-AP	2 at 120	115,160 lbs	No	Scrapped 1934	
4644	Pullman/EMC-275	GEW275B	Gas-elec	1928	Pullman/EMC	73 ft	Winton-120	275	122,800 lbs	Cummins NVH-12 in 1948		Rebuilt as tower car 489502 in 1945
4645	Pullman/EMC-275	GEW275	Gas-elec	1928	Pullman/EMC	73 ft	Winton-120	275	122,800 lbs		Sold 1942	to US Army Aberdeen, MD
4646	Pullman/EMC-275	GEW275	Gas-elec	1928	Pullman/EMC	73 ft	Winton-120	275	122,800 lbs		Sold 1942	to US Army Aberdeen, MD
4647	Pullman/EMC-275	GEW275	Gas-elec	1928	Pullman/EMC	73 ft	Winton-120	275	122,800 lbs		Sold 1942	to US Army Aberdeen, MD
4648	Pullman/EMC-275	GEW275A	Gas-elec	1928	Pullman/EMC	73 ft	Winton-120	275	122,800 lbs		Scrapped	Destroyed by fire 1940
4649	Pullman/EMC-275	GEW275	Gas-elec	1928	Pullman/EMC	73 ft	Winton-120	275	122,800 lbs	Cummins NVH-12 in 1948		Rebuilt as tower car 489501 in 1945
4650	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1941	Scrapped 1959	
4651	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1943		
4652	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1943	Scrapped 1959	
4653	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1942	Scrapped 1963	
4654	Pullman/Brill-350	GEG350A	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	128,628 lbs	Two Cummins NHS600 in 1946	Sold	to PRSL
4655	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1943	Scrapped 1959	
4656	Pullman/Brill-350	GEG350B	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	128,500 lbs	Two Cummins HBIS-6 in 1944	Scrapped 1957	
4657	Pullman/Brill-350	GEG350B	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	128,500 lbs	Two Cummins HBIS-6 in 1942	Scrapped 1963	
4658	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1943	Scrapped 1963	
4659	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1943	Scrapped 1963	
4660	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1942	Scrapped 1959	
4661	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	Two Cummins HBIS-6 in 1943	Scrapped 1959	
4662	Pullman/Brill-350	GEG350	Gas-elec	1929	Pullman/Brill	73 ft	Winton-110	2 at 175	129,200 lbs	in 1942; then two Cummins HBIS-6 in 1945; ε	Sold 1962	On the Wilmington & Western
4663	Pullman/Beardmore-300	OEW330	Oil-elec	1929	Pullman/Westinghouse	73 ft	WH/Beardmore-6	300	133,475 lbs	Hamilton 68SA in 1944?	Scrapped 1954	Streamlined in 1941
4664	Pullman/Beardmore-300	OEW330	Oil-elec	1929	Pullman/Westinghouse	73 ft	WH/Beardmore-6	300	133,475 lbs	Hamilton 68SA in 1946?		Rebuilt as tower car 489505 in 1952
4665	Pullman/EMD-400	GEG400	Gas-elec	1929	Pullman/EMC	73 ft	Winton-148	400	141,225 lbs	Hamilton 68SA in 1942	Scrapped 1954	
4666	Brill-415	GEG415	Gas-elec	1930	Brill	75 ft	Brill-660	400	139,400 lbs	Hamilton 68SA in 1942	Sold 1965	On the Allentown & Auburn
4667	Brill-415	GEG415	Gas-elec	1930	Brill	75 ft	Brill-660	400	139,400 lbs	Hamilton 68SA in 1942	Scrapped 1962	
4668	Brill-415	GEG415	Gas-elec	1930	Brill	75 ft	Brill-660	400	139,400 lbs	Hamilton 68SA in 1942	Sold 1965	On the Escanaba & Lake Superior
4669	Brill-415	GEG415	Gas-elec	1930	Brill	75 ft	Brill-660	400	139,400 lbs	Hamilton 68SA in 1942	Scrapped 1962	
4670	Brill-415	GEG415	Gas-elec	1930	Brill	75 ft	Brill-660	400	139,400 lbs	Hamilton 68SA in 1942	Scrapped 1959	
4688	Budd/Michelin	OEG125	Oil-elec	1933	Budd	50 ft	Cummins H-6	125	22,324 lbs	Engine removed in 1936	Sold 1948	Leased to W&OD 1943
4689	Budd/Michelin	OEG125A	Oil-elec	1933	Budd	50 ft	Cummins H-6	125	22,460 lbs	Two Lycoming AEF in 1936	Sold 1948	Leased to W&OD 1943
4701	McKeen motor car	None	Gas-mech	1910	McKeen	70 ft	McKeen	200	68,000 lbs		Scrapped 1920	
4728	Brill-75	GM175	Gas-mech	1926	Brill	55 ft	Winton-110	175	58,290 lbs		Sold 1937	
4729	Brill-75	GM175A	Gas-mech	1926	Brill	55 ft	Winton-110	175	58,100 lbs		Scrapped 1937	
4730	Brill Model-75T Trailer	P42	None	1926	Brill	50' 10"	None	0	45,000 lbs		Scrapped 1950	
4731	Brill-80	GEW250	Gas-elec	1926	Brill	60 ft	Brill/WH-250	250	90,000 lbs		Scrapped 1949	
4732	Brill-80	GEW250	Gas-elec	1926	Brill	60 ft	Brill/WH-250	250	90,000 lbs		Scrapped 1949	Rebuilt as a P55 trailer in 1944
4733	Brill-80	GEW250	Gas-elec	1926	Brill	60 ft	Brill/WH-250	250	90,000 lbs		Scrapped 1949	
4734	Brill-75	GM175B	Gas-mech	1925	Brill	55 ft	Winton-110	175	54,140 lbs		Scrapped 1937	
4735	Brill-75	GM175C	Gas-mech	1925	Brill	55 ft	Winton-110	175	54,210 lbs		Scrapped 1937	
4736	Brill-65	GM115A	Gas-mech	1925	Brill	43' 7"	Sterling Seagull	115	40,100 lbs		Scrapped 1936	
4737	Brill-65	GM115	Gas-mech	1925	Brill	43' 7"	Sterling Seagull	115	40,100 lbs		Scrapped 1936	
4738 1st	Trailer	None	Nose	?	?							
4738 2nd	Mack Model AC	GM ODD	Gas-mech	1921	Mack/Brill	34' 7"	Mack AC	64	29,900 lbs		Sold 1931	Built as LM&WP 20
4739	Brill-55	GM68/100	Gas-mech	1924	Brill	43' 6"	Midwest-399/Cont	68	32,000 lbs	in 1925	Scrapped 1935	Center entrance
4740	Brill-55	GM68A	Gas-mech	1924	Brill	43' 6"	Midwest-399	68	30,510 lbs		Sold 1935	
4741	Brill-55	GM68C	Gas-mech	1924	Brill	43' 6"	Midwest-399	68	29,900 lbs			Rebuilt as tower car 489500 in 1931
4742	Brill-55	GM68	Gas-mech	1923	Service/Brill	43' 6"	Midwest-399	68	29,900 lbs		Scrapped 1937	

4743	Brill-55	GM68B	Gas-mech	1923	Service/Brill	43' 6"	Midwest-399	68	29,900 lbs	Scrapped 1935
4744	Brill-55	GM68	Gas-mech	1923	Service/Brill	43' 6"	Midwest-399	68	29,900 lbs	Sold 1935
WJS 5134	Brill-55	GM68	Gas-mech	1924	Brill	43' 6"	Midwest-399	68	29,900 lbs	Scrapped 1950
4965	PW&B	None	Gas-mech	1909	FM/Sheffield	34' 3"	FM	50	25,000 lbs	Sold 1913 to Wilmington & Baltimore RR

**Sources:**

- PRRTHS Keystone Vol 50 No 3 page 28-29 roster by Richard Wallis

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