

Going out to Greenport that evening on train 214 after Ronkonkoma, there were probably no more than twenty five passengers on the whole train. This made me think of what my dad often said years ago so many times. "If it wasn't for the U.S. Mails and Railway Express paying the RR for hauling their respective commodities, the passenger trains east of Ronkonkoma would all be "running in the red"!

Luckily, now that we had moved to Nassau County, I was closer to what few jobs I could "hold". Early in 1951 the RR abolished twenty some ticket collector runs, leaving me by the time all the "trimming was over", with a Hempstead "half-nite" collector's job. Leaving there at four forty six p.m., the job made a "middle" round trip to Long Beach. I was now the youngest man in seniority on the entire RR to own a ticket collectors run!



**EMD GP7 #200 demonstrator  
Morris Park backshop 3/28/1950  
Photo: William J. Rugen Archive: Art Huneke**

**FM CPA24-5 Demonstrator #4802  
Huntington 6/04/1950 Photo: Gary Everhart**

Thinking back on the past year and the "diesel demonstrators" that ran for short periods of time, I apparently missed EMD no. 200, but did see the Fairbanks Morse "twins", 4801 and 4802 several times at Morris Park and one of them singly pulling a long commuter train up the Port Jefferson Br. in June. In late September one afternoon we were going west on the Montauk Br. to Holban Yard and just as we passed Belmont Jct, west of Babylon, a pair of New Haven Alco "RS-3s" came around the curve off the Central Br. on train 24. Once in awhile on the Montauk freight they routed us via the "Montauk", especially if there were "empties" to pick up at Post Lumber's long siding east of Bellmore. They were left there by the Babylon freight for us to bring into Holban.

The eight new FM "C Liners" sure did lend a little "class" to the LIRR! Streamlined cab units were late coming to the LIRR compared to the other Railroads in the New York area. On a "normal weekday" they covered all Speonk trains, (3 engines); all Montauk trains, (2 engines); four Greenport trains, (2 engines), and two heavy commuter trains on the Pt. Jeff. Br., (1 engine). Quite often during midday layovers in Morris Park they also handled short train round-trips to the "Bay", Ronk. or Pt. Jeff..

They were a little different than the Steamers and "RS-1s" when it came to coupling steam hoses to LIRR cars. The "FM" steam pipe was mounted in line with the rails and was directly under the knuckle, (coupler), while our engine's and cars' steam hose was mounted at right angles to the rails. It took a little getting used to, to couple them, and the "FM" air and whistle hoses were long and hung right over the "FM" steam pipe in your way besides. One redeeming feature was the "walk-thru car body". If you had to talk to the engine crew or walk up to throw a switch for a "meet" you were saved the walk in the weather!

Looking back, it seemed all the "railfans" and perhaps even a few rail-

roaders resented all the new diesels replacing old faithful "steam".

Well, it would have happened sooner, no doubt except for WW II, since from Chicago west it already had a good start. It's just that on the LIRR, it came within such a short time! Those single-tone "GG1 type" "Blatt" air horns were very irritating to people brought up on steam whistling! Perhaps the new diesels would have been accepted better than they were if they had been equipped with "Nathan five-chime horns"



**LIRR RS3 #1556**  
**Nathan M3R1 horn**  
**Photo/Archive: Paul Strubeck**

like all trunk lines had south of Washington, D.C.. The B&O and Rdg. cab passenger diesels also had them. Believe me, there was a world of difference between them and the offensive "Blatt" ones!

Getting back to my Hempstead ticket collectors job, about the brightest few moments of the whole week was the Saturday evening departure of the "chicken bone special" out of Penn. Sta. at ten thirty p.m.. Most every week I went down to track 12 to see it leave. In reality, "The Havana Special", combined with the "Piedmont Limited", had a very interesting equipment consist of mostly "heavyweight" cars such as ACL, SAL, SOU. and FEC coaches and head end cars. There was no diner though, one had to bring a box lunch, hence the nickname of the train, as many passengers bound for southern destinations brought fried chicken.

There were about five "heavyweight" Pullman twelve-section sleepers on the rear, what a grand sound those six-wheel trucks made as the long train receded away from you standing on the platform!

In late January I was lucky enough to bid in and get a "half-night" job out of the storage yard, the first trip being train 66 to Patchogue. John Shurman was conductor and "Tanky" Bell the hogger, while my brakeman partner was Bob Carlough. For power we had an "RS-1", which in my estimation, was no match for a G5 or E6 when it came to speed. Some engineers swore the "RS-1s" had governors limiting them to fifty five!

Arriving at Patchogue at five thirty, we had to make a "fast move" in order to be in the clear for Montauk bound train 24, due about five forty four. We went east to Rider Ave. and then backed our train in on track one, as we had to pick up two empty express cars there for train 73, our final train going back to Jamaica leaving at nine thirty. Leaving two of our six coaches on track one, we returned to the sta, as soon as no. 24 went by us. The four remaining coaches would be our train for nos. 67 and 74, a round trip to Babylon on the "scoot".

One night in mid-February going west on no. 67, Babylon tower held us at his home signal and I went back to "flag". They were holding us out so Speonk bound train 42 could crossover in front of us. "Banshee" whistling that only an "H10" could produce could be heard in the direction of West Babylon and it was coming ever nearer!

Here it was in early February, (Speonk being strictly "C Liner" country except for Sat. train 34 and Mon. train 49), and an "H10" was pulling train 42! Suddenly it was like old times as engine 117 rapidly accelerated her twelve coaches past me on the way to Bay Shore. The shortage of "C Liners" caused the "H10" substitution, as by now there were only five K4s left on the LIRR, with one for trains 205-214 and the rest on the four heavy Port Jeff. trains in each direction, with none available for train 42 this night.



**Babylon -Semaphores & replacement PRR Position Lights Dependable Fuel Co. Coal silos View E 1952 (Emery-SUNY)**

Babylon at this time still had all its upper quadrant type semaphores, as well as its color light low home, ("dwarf"), signals. About this time next year all would be in the process of being changed to "position light" types, the PRR "standard". Saturday evenings we made a Babylon to Speonk train instead of terminating at "PD". That had its little reward too. Simmering away on no. one track heating weekend layover coaches would be a G5, usually 38. This "steamer" came out on Saturday afternoon only train 34, layed over here until Monday morning and then made train 49 into L.I. City.

When I was on the Montauk freight the previous summer, (1950), one Sat. we were switching Beacon Feed at Eastport when train 34 came in with its G5. I was atop a box car at the time opposite the depot, now if I had only had my camera! Shortly after I bid off the Jamaica passenger run described in the last two pages around the first of April of 1951, the G5 to Speonk on Saturdays was replaced by a diesel. This meant the Montauk Br. east of Jamaica was totally "dieselized", at least in normal operation. There was at least once when a K4 was observed on train 49 going thru Mineola in June, probably another shortage of "C Liners"!

Probably the two Speonk water plugs were removed in July, although the water tank remained for years after. Babylon's two water plugs and tank were still in service as late as May 1952.

One February morning I had to attend the "three year book of rules and signal class" at Jamaica Sta. Since we now lived between Hicksville and Westbury I decided to board the train at the latter place. Train 205 I chose to ride in on, and that cold morning she had PRR K4 3655 pulling her. Cliff Prince was the hogger with the usual "toothpick in his mouth" and Jack Peckham the conductor, both with many years on the "Greenport" runs.



**PRR K4s #3740 Westbound at Irish Lane, East Islip Archive: EIHS**

In early September of 1951, I observed train 204 to Greenport going east at Mineola one a.m. with K4 3740. That was very near the end of passenger service east of Ponkonkoma behind steam locomotives. Thereafter only the Greenport freight, L62 -L63 would rate "steam".

In mid-April I bid in and got a round trip to Port Jeff. out of the storage yard, trains 642 and 645, finishing up at nine thirty p.m.. This was a "peach" of a run and I was quite suprised that I got the job. We always

had a G5 going east on no.642,often it was 40,the one whose whistle was my favorite ten years ago.That beautiful sound was no more to be heard,as 40 now had a hoarse-sounding one,somewhat like most K4s.It was a treat to be working behind "steam" once again,those Alco "RS-1s" are modern and cleaner and better for the fireboy,but lets face it,compared with a "G5" they are boring at best!

Going back on train 645 we had "meets" with superior eastbound jobs at Port Jefferson,Stony Brook and Northport.The "Port" meet was accomplished by us leaving off the west end of no. one track,after 654 went by with "markers".

One evening in "Port," Andy Stutzman the hostler,asked me to help "lay torpedoes down" for an engineers last run into town on train 652.Anyhow, as the "caps" were exploding as 652 passed where we were standing,Andy turned to me and said,"Emery,now that the diesels are here,they are taking all the glory out of railroading!" I thought Andy had something there and I could see no reason to disagree.

My conductor on this run was Johnny,("Wimpy"),Albrecht,a great guy to work with and the other brakeman was Frank Kalista.Frank once chased a "non-paying" rider all over Mineola in the station area while the train waited for him.He got his man and the fare to boot!

One night going west on 645,things were running late and they gave us an order to meet no.658 at Setauket instead of Stony Brook.Frank nearly took a great fall that evening.For some reason he was not carrying his electric hand lamp when he went to step off at Setauket to "head us in" the passing siding.At that point the main track is on a high steel trestle



**Old Town Rd., Setauket trestle  
C420 #202 eastbound - 12/1971  
Photo/Archive: Dave Keller**

over the valley and Old Town Road.Only the north side of the trestle has a catwalk.Frank almost got off the head car on the south side with no catwalk .Luckily the fireman happened to be looking back and yelled,"Don't Jump !" ,as loud as he could.Frank heard him just as he was about to let go the cars grabirons.He would have had a nasty fall of twenty feet or more into cat briars and cinders!



**Circus Train Arrival - 6/04/1954  
Freight Depot, Mineola-Garden City, NY  
LI Railroader June 54 Archive: John Fusto**

The "Greatest Show On Earth ",Ringling Bros.,Barnum and Bailey's circus, came to Nassau County for the first time ever in early May of 1951.They arrived in Hicksville in the wee hours before the commuters.By the time we drove to the station , all the animals,people and tent equipment had been unloaded and the long cars were stored all over the team yard,with some on the south siding as well. The animal cars and the long flats of circus wagons and tent poles had come over from Greenville,N.J. on car floats to Bay Ridge,while the ex U.S.Army "hospital cars" carrying performers and other personell had traveled via Penn.Sta.and the tunnels. Those ex "hospital cars" had been made into commisary and dormitory cars.

The circus used the then undeveloped field west of Wantagh Parkway on the south side of the RR in the New Cassel section of Westbury. Maybe we had arrived too late to see the circus "unload", but we were in the right place at the right time for another "show"! We were walking back to our car when train 619 from "Port" came thru town without stopping. After obeying a "medium clear" thru the interlocking, her engineer really yanked that throttle out, to get those fourteen "mainliner" coaches up to speed again. The hogger was George, ("Sam"), Herbst with K4 3887, another fine action shot lost as I had my camera, but had run out of film shooting the unique "circus cars"!

Timetable No. 20 would go into effect at two a.m. on Sunday June twenty fourth, 1951, and with it a "way of life in LIRR commuting" would be ended. When train 648, due out of Penn. Sta. at four thirty p.m. on Sat. the 23rd got the conductors two blasts on the DDL's communicating whistle, it was the end of LIRR passenger trains with "steam equipment" giving through service into and out of Penn. Sta.



### DD1s double-heading early 1950's Hunterspoint Ave., LI City - Archive: Art Huneke

Gradually, since early 1948, the "through trains" diminished year by year and timetable by timetable. On Friday June 22nd, nos. 35, 38, 523, 552, 615, 619, 621, 648 and 652 had made their last Mon. to Fri. trips to and from N.Y., leaving only Sat. no. 621 and 648 to end the DD1 powered trains forever.

After the two disastrous 1950 wrecks the LIRR decided to install "Automatic Speed Control" progressively, starting with "Harold" to Jamaica on the main line. This meant every locomotive or MU car used as a "head end" had to be equipped with a device to "interpret" the coded track circuits between these two places. As it only applied to trains carrying passengers, the DD1s which were never equipped for "Speed Control", could still pull "The Milk", "PYT" moves, "The Hempstead Mail", "Horse car moves", and trains of PPO cars. "Speed Control" went into effect on June twenty fourth.

Also because of the two 1950 wrecks, MU cars with "thin" collision posts were barred from being either the front or rear cars on a train. The Richmond Hill, (or Kew Gardens), wreck, it was thought, could have been less serious if the two "thin" collision post cars that "telescoped", had had "heavier" posts. All 1400 and 1500 series MU passenger cars and MU combines 1348 to 1369 were now banned from being head or rear cars. Two of the displaced combines, nos. 1356 and 1361 were used as "register clerks" offices at Hempstead and Port Wash. Combines such as 1348-49 had their windows replaced with sheet metal to become additional cars to carry the ever increasing "junk mail" and parcel post. The seats were removed of course.

All the remaining G5s in service, the four K4s, ~~—————>~~ and a few of the H10s received a "pick-up" device for the coded track circuits on their tender trucks.

There was a hurried program to install electric markers on the MU cars that qualified as "head or rear" cars. Most of the round roof motors already had provision for markers where the "Train Indication, (route), lights" had been, unused since the early 1930s. Additionally MU cars had a sheet of transparent red plastic that you placed over the lighted headlight when it was the last car in a train. Steam equipment of course did not have electric markers. An additional portable red marker light was hung in the end vestibule on the rear of each steam or diesel-operated train. This op-



**Red lens over the rear headlight  
Termed "Rudolph's" or Rudy's**

erated by being plugged into the car's battery system. These red lights soon earned the name of "Rudolphs"!

The majority of the DDIs would soon be on the way to the "scrappers", as only a few were needed. The Babylon and Rockaway freights had long ceased to be DDI-hauled and most third rail in Holban Yard and in industrial sidings was being removed as time went by. Actually, looking back it's odd that the RR wasted the new "grey paint scheme" on a few of them!

With the June "timetable change" I changed to an even better run out of the storage yard in the early afternoon. We left at two thirty with four "pings" for L.I. City over the main line. With just deadheading crews on this equipment move it was a nice relaxed way to start the day's work. We had ample power for our four coaches as the Pennsy K4 for train 650 out of L.I. City pulled us. By sitting in the first car you had a first-hand view of the "face" of a K4, as she was backing up, and Johnny Miller, her hogger always gave us a fast trip too.

Two hours "swing time" in L.I. City even in "high summer" could often be interesting in many ways. D.E. Parker, the other brakeman and I sometimes wondered over to the float bridges with a cold bottle of root beer and



**ALCO working bridges #5 and #6  
Long Island City c. 1958  
Photo/Archive: Ron Ziel**

watched operations there. Out on the end of the bulkhead of "bridge six" and right on the cool East River was a nice wooden bench where we could watch the then fairly heavy marine traffic, plus a suburb view of the UN building and midtown Manhattan.

Usually a PRR tug would come in from Greenville, N.J., with a couple of loaded car floats during the afternoon. Watching those deck hands and the tug crew maneuver those unwieldy floats into position at the bridges was something to watch! Especially so when it was very windy, the box cars would catch the wind and make float-docking even harder. All this was done with hand signals between the men, none had any "walkie-talkie" radios those days.

One afternoon when the two floats were secured, the tug pulled up to where we were sitting and the captain yelled, "Hey, you guys, want a ride to Greenville?, I'm going back "lite", be there in an hour." A golden opportunity, but of course we could't leave our train to Ronkonkoma crewless!

About a block south of the LIRR L.I. City sta. building, or what remained of it, was another railroad that crossed Front St. This was the Brooklyn



**Brooklyn Eastern District Terminal No. 16  
Archive: Railroad Museum Long Island**

Eastern District Terminal RR and it was all operated with steam locomotives. These engines burned "bunker C" fuel oil, the same grade as their tugs used. At that time the National Sugar Refining Company had a huge twelve story brick sugar-refining works. Sugar cane came in huge ocean-going freighters from Cuba and Central American points. Ships docked alongside the plant on Newtown Creek or the East River. Refined sugar to all parts of the U.S. was shipped out in either clean box cars or covered hoppers. Many tank cars of liquid sugars also were loaded at the works.

Every afternoon about four, a B.E.D.T. tug would bring a loaded float up from the main yard in Williamsburgh. The 0-6-OT "steamer" rode along on the float also, as no engines were ever kept at Pidgeon St. yard, (L.I. City). Besides National Sugar at Pidgeon St., there was also a busy team yard and H.M. Rubin's fat rendering plant east of the Vernon Ave viaduct. There was no connection to the LIRR, even though both railroads at one point were only separated by a city street.

The hogger, (there was no fireman), on the BEDT afternoon switcher was from Smithtown and knew me from commuting. One day the engine was blocking Front St. when I walked up and he invited me to ride while they switched. "Steam" on this RR outlasted LIRR steam by about seven years, as in 1962 I saw the 0-6-OT still working Pidgeon St. yd.

That summer there was a big Shriners Convention in Manhattan, resulting in many special trains from all points of the U.S.. One afternoon I discovered hordes of unfamiliar passenger equipment cars in the Wheelspur yard, as Sunnyside yard was unable to hold them all. There were many U.P., S.P., ATSF, Milw, etc, etc, cars, "ones" never seen in the N.Y. area. For variety of types as well it was well worth seeing!

I never had any desire to be a fireman or engineer, and about the closest I ever got to that "position" happened one evening in Ronkonkoma. We were coming around the west leg of the wye and I had just climbed into the cab of G5 38 after throwing the "divider" switch. Clem Madelone, the engineer, was trying to light a cigarette, but wasn't having much success in the breeze. "Hey Bob, grab that whistle cord give a couple of blasts for the crossing!", Clem yelled.

I reached up and gave the "Mike Brown Trademark Crossing Whistle", best explained as "two short toots, then a very short pause, followed by another short toot and ending with a long last toot". Best of all it was engine 38, and her whistle still sounded the same as when "Mike" had blown it on trains 205 and 214 when I was a kid living in Cutchoque, a good ten years ago. In those days quite a few enginemen had their own "variations" on correct

whistling for grade crossings. It was pure luck that we had "38" that day, as engine 34 was our "regular" engine almost all summer.

On Saturday evenings after arriving back in the storage yard at nine thirty, it was part of our job to take the "milk" to Sunnyside yard, Now down to about three or four milk tank cars, all from the nearby Sheffield Farms bottling plant on Atlantic Ave., We still had a DD1 all summer on that trip. Soon after Labor Day Sheffield went completely to milk in tanker trucks from upstate points, rather than milk via PRR from middle Pennsylvania. That ended "milk" on the LIRR, except for the PRR "R50" with milk cans for Lindenhurst Milk and Cream's bottling plant in that town. That was brought east early in the morning by the "Babylon Package" a string of MU combines and express cars. That milk move lasted into 1952 and then there were none!

After the job finished in the storage yard, I always "deadheaded" to Mineola on train 666, I parked my 1950 Ford usually by the Mineola sub sta.. About the middle of September on the first really chilly evening of the coming fall I had my last ride behind a K4 on the LIRR on no. 666. As I was walking to my car along the track pasted "Nassau" tower, train 666 literally "took off" as George Herbst the engineer "widened-out" on 3887's throttle. If any one had had a tape recorder that night, they would have had a "best seller!"

We had our "fall" pick of runs in mid Sept., and I went back on the job I had had in the spring, the round trip to "Port" on nos 642 and 645. "C Liners" nos, 2401-2404 were arriving one at a time as Sept. waned and as fast as



**FM C-liner #2402  
Morris Park Shops c.1951+  
Photo/Archive: John Dziobko**



**FM C-liner #2404 - c.1951+**

possible they were put to work on the four "heaviest" Port Jefferson trains. This meant the four remaining PRR K4s would be going back for good to the PRR, one by one.

One warm early October evening on 645, we were coming into Hicksville and "Divide" held us at the home signal at Bay Ave. I went back to flag and after about five minutes I heard a "steamer" approaching on the Main Line from Bethpage. Sure enough, Clem Madelone had a K4 on train 249 that evening. That whistle of 3887 you could'nt forget once you heard it! "This was it!", the very last LIRR train that would ever be hauled by a K4. That same evening all four of the "heavy" trains to "Port" had Fairbanks Morse 2400 horsepower diesels, popularly known by engine crews as "C Liners". In a few days all the "K4s" would go by carfloat, one at a time, to Greenville and the PRR.

More steamers of the G5 variety would very soon be unemployed also, as the FM 1600 h.p. diesels of the "road switcher" type were arriving almost daily.



**FM H16-44 #1505  
Ronkonkoma - 1957  
Archive: Dave Keller**



**FM H16-44 #1508  
10/1951 - Archive: Jeff Erlitz**

Nos. 1501, 1502 and 1504-1509 were hauled by either the Montauk or Patchogue freight to Patchogue where the LIRR took delivery or, title, to each engine. Delivery at Patchogue instead of at Morris Park was to avoid payment of the

New York City "sales tax". By early November all the "first generation" diesels were in service on the LIRR and the few G5s left serviceable were nos. 21, 22, 24, 28, 32, 35, 38, 39, 40 and 50. On the "winter" timetable, weekdays saw steam usually on the following trains only: (passenger trains)

Oyster Bay Branch, nos. 513, 543, 544 and 564. Sat, Sun, none used.

Port Jefferson Branch, nos. 623, 625, 635, 610, 642 and 664. Sat, Sun, none used.

Main Line to Ronkonkoma only, 225, 248. Sat. 4229, Sun. none.

In freight service only three H10s were needed, Mon. to Sat., none on Sun.

L62-63 to Greenport, usually no. 108

L56-57 to Port Jeff., " " 113

L44-45 to Hicksville, " " 111

H10 nos. 104, 106, 107, 112, 114 and 117 were available for any "extras" or as a source of parts for the three usually in service. One other "survivor" of a now vanished class was still on the property, but not pulling any cars. No. 257, a class C51 0-8-0 switcher, would be used again in the coming winter at



**Class C51sa 0-8-0 #257  
Morris Park c.1950**

L.I. City passenger yard to help boost steam pressure on frigid days in order to keep the coaches from freezing up. She was used for that in the 1950-51 winter season as well.

Not many people saw them, but at this time in the "steam heat" season, which generally ran from October to May, there were three PRR class L-1 "Mikado" locomotives at the L.I. City wheelspur Yard that housed PRR trains.



**Wheelspur Yard - c.1948  
View NE Archive: Dave Keller**

**Note: Two PRR H9s locomotives laying up (there were usually a total of 3, one is behind the engine at the right and not visible) to supply the yard with steam heat. Headlights have been removed. In the center of the view are the coaling gondola and derrick to feed the tenders. In 1950, the H9's were replaced by three PRR L1s (2-8-2) locomotives, so this shot precedes 1950. The yard was torn up in 1959. Info: Dave Keller**

Located at the very east end of that yard, actually along Dutch Kills creek, the three oil-fired "Mikes" were jobs for LIRR fireman, and a "warm one" at that, when all the cab's storm curtains were fastened down tight. When the yard closed for good, the "Mikes" were transferred to Sunnyside yard to do the same job. In the past, I recall seeing a trio of E3sd engines, including the 2999, that were used as "steam heat engines" at the Wheelspur yard. That was in either 1945 or 1946.

Since my job was only a Mon. to Fri. one, sometimes I worked Sat. and Sun. if I did not "rate" off according to my seniority. One Saturday early in November I was marked up on a New York run that made three round trips up "The Airline", as some men called the North Side Br. to Port Washington. The reason they gave it that nickname was because the trip seemed to go faster with no "Change at Jamaica" routine common to other MU runs.

The first round trip was routine, but when we made the westbound return of the second "rounder", the conductor informed me that we had to pick up a car of mail at Great Neck! Seems in order to cut mail loading delays at Manhasset and Great Neck a PRR "X29", (boxcar equipped for pass. train service), was spotted daily except Sun. on the west end of Great Neck Lumber Co's siding

by the freight for p.m. mail loading.

After making our Great Neck sta. stop we pulled up to the lumber yard switch in order to back our train in the siding to get the car. Our rear MU car was a combine, and all of them had a "steam type air hose" to use when you pulled cars without the "standard" LIRR automatic hose connection used on all LIRR MU equipment except the MP 41 class cars. Only about six minutes were lost picking up the sealed car, and that included releasing the "staff-type" handbrake and giving a brake test. This particular "move" only lasted until the end of the month.

The "Christmas Mail Rush" started soon after Thanksgiving and train 642 boasted of a full baggage car of parcel post and other mail every day. I did not have to handle it as we had a train baggageman. Almost daily it was a Pennsy "balloon roof" car with those "tender-type" trucks. Probably the LIRR handled more mail during this period than it ever had previously and never again would even approach!

Christmas Day I was marked up on the day train to Greenport out of Jamaica. Would you believe we had a full Southern Railway baggage car of mail to peddle all the way out? That General Post Office in Manhattan must have been about to "burst" and had resorted to sending mail out on a Holiday, trying to make a dent in their "mountain of mail!"

Very soon after the beginning of the year 1952 and the last remains of the holiday mail "crush" had all been delivered, "Uncle Sam" decided to deliver almost all non first class mail to Island points by truck. Exceptions were the Montauk Br. east of Patchogue and the Main Line east of Ronkonkoma. All RPO cars would continue to operate as before including the one to Rockaway Park that only served towns from Valley Stream to Far Rockaway.

The faithful DD1s were at last unemployed. The "Hempstead Mail" was no more and the hauling of "steam" RPO cars between Penn. Sta and Jamaica would now be turned over to MU trains which hauled the cars on the rear. There was plenty of diesel power available to handle "PXT moves" as well as "Horse Pullmans". This was it, I would miss those clanking side rods and hand-operated bells and the "arcing" over the third rail gaps that only the DD 1s could boast of! They disappeared in a hurry, by early February none were left on the RR.

Just a word or two about the "Long Island City Postal Center", which was located east of the Harold Ave. team yard and north of the Main Line. It was built in 1943-44 to handle the mail destined for our Armed Forces in Europe moving out of the Port of New York. PRR trackage served the huge building



**B3 electrics #327, #329  
Layup tracks in Morris Park yard  
View NE 11/11/1955 (Rugen-Huneke)**

with four tracks inside, all equipped with overhead catenary. Pennsy class "B-3" electric switchers on three "tricks" worked mail cars in and out,