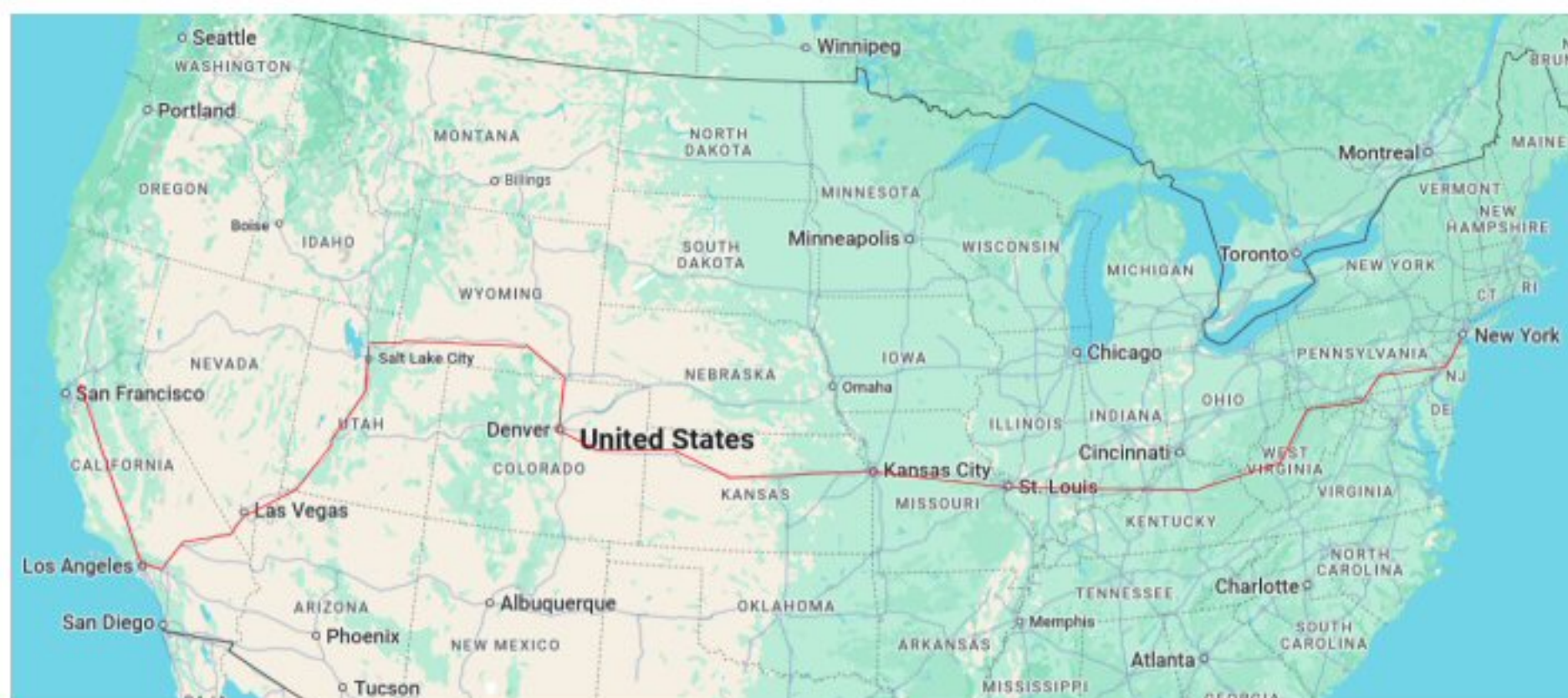


taking the cars to and from Sunnyside Yard. Soon after WWII "Uncle Sam" started to use the big facility as an annex to the General Post Office in Manhattan, mainly handling the rapidly expanding parcel post and "junk mail" that began right after the War.



### Emery January 1952 Rail Vacation Route

My vacation began the third week in January, so we decided to travel to the West Coast by rail, despite the winter and the short hours of daylight for "sightseeing". It began with the B&O from Jersey City to St. Louis. From there to Kansas City it was an overnight sleeper on the Wabash. The Union Pacific took us to Denver from there. From Kansas City to Salina we rode behind Alco "FP-A" diesels, but out of Salina we had a UP 4-8-2 for power. At Ellis, Kansas we became a mixed train with the addition of about sixty empty coal hoppers and a caboose. The single coach remained next to the tender for steam heat.

Leaving Denver on the D&RGW's "Royal Gorge" we traveled over the Rockies via Pueblo, Colo., where I took a photo of our 4-8-4 at the long sta. stop. The trip thru the Royal Gorge included a five minute stop at the deepest part where everybody got off to view the natural beauty of the canyon. After Salida darkness set in and with it a snowstorm. By the time we left Grand Junction the storm was over and a bright full moon that you could "have almost read a newspaper with" illuminated the mountain scenery. The coach lights were out, so we had almost as good a view as we would of had in daylight!

We came in to Salt Lake City in another snowstorm. We were supposed to travel from Ogden to San Francisco on the S.P.'s "fast mail" which had a single coach on the rear of about fifteen mail and express cars. We left Salt Lake City behind a "800" class 4-8-4 and got only as far as the trestle over Great Salt Lake and stopped. Then we had to back-up all the way to Ogden, the reason being the S.P.'s crack streamliner was snow-bound in the Sierra Nevada mountains near Donner Pass. This blocked any trains from using the "Overland Route" for several days.

They finally decided to route any westbound S.P. trains via the U.P.'s line via Las Vegas to Barstow, where we would use the AT&SF to Mojave, Cal., AND use the S.P. from there via the San Joaquin Valley route to San Francisco. This gave us a full day in Ogden to enjoy the beautiful mountain scenery directly east and towering over it, the Wasatch Mountain Range. For "my money" they are much more impressive than the Rockies!

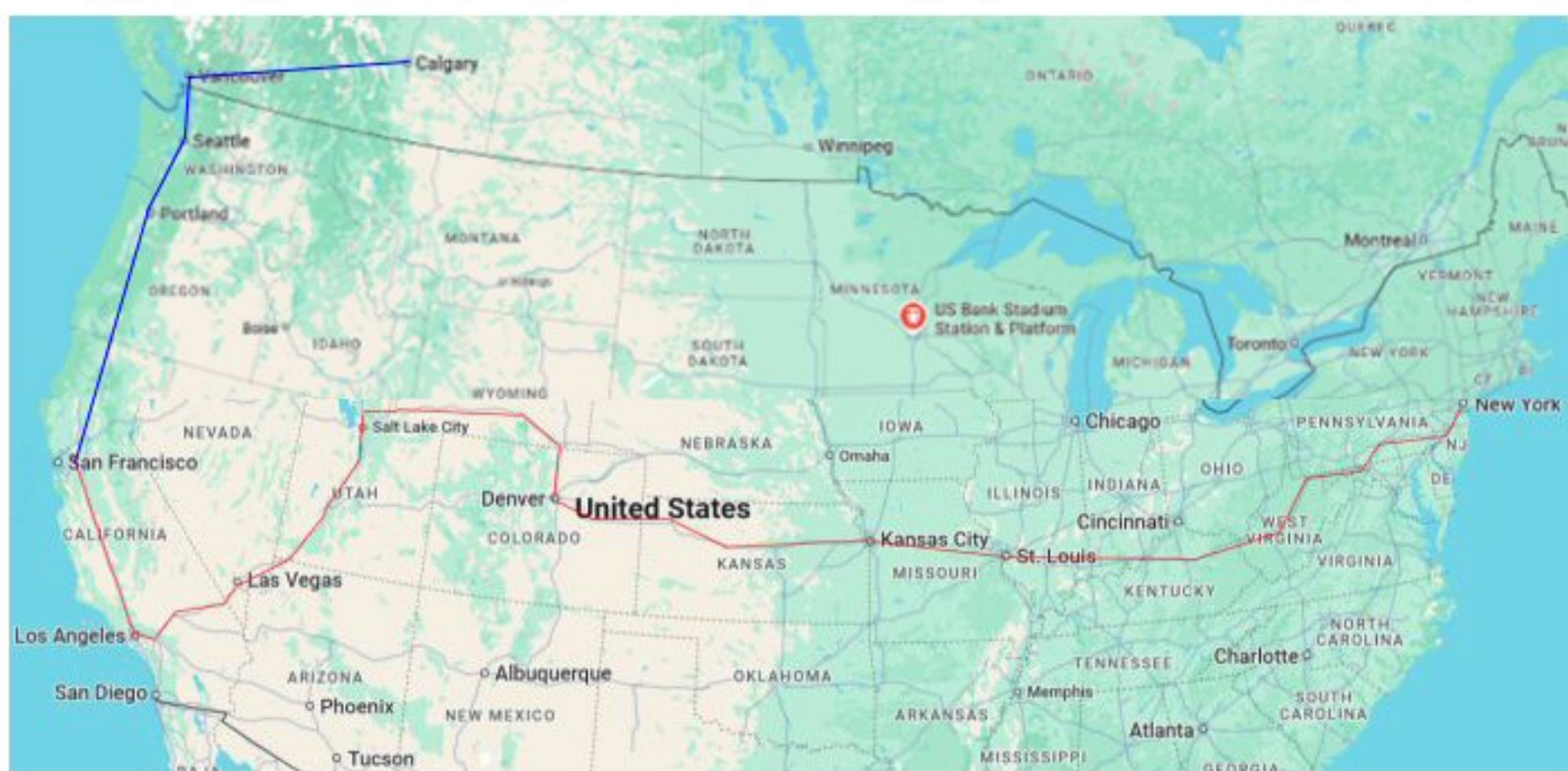
C&NW EMD E-7 units took us from Ogden all the way to San Francisco the following day and night. The S.P. was treating everybody aboard the long train to anything they wanted in the diner, at no cost regardless whether they were paying their fare or on passes! It rained hard as we came into Oakland but we took the S.P. ferry to San Francisco as we wanted to try the great seafood restaurants on Fisherman's Wharf.

Leaving San Francisco the same evening on the S.P.'s "Klamath", the overnight and all next day train to Portland, we awoke next morning with "picture postcard" view of towering Mt. Snasta with its thick mantle of white glistening in the bright sunshine. Near here we went in the siding to meet a "light" engine. It turned out to be a S.P. "cab-forward" mallet with a beautiful "steamboat" whistle, the only type of that unique kind of engine I would ever see outside of photographs.

Leaving Klamath Falls the long train was strung out on a long curve, and I noted we had a "double-header of two S.P. "Daylight type" 4-8-4s. The afternoon ride over the Cascade Range was very interesting with all the curves and tunnels, all surrounded by many feet of fresh snow. The little wooden depot at Cascade Summit, Oregon had snow up to the roof eaves! We had only a short wait in Portland before leaving on an overnight train for Seattle. That was on the N.P., and we had one of their huge 4-8-4s for power. There was no diner on the train, but after eating one of those giant apples grown in Washington state, sold by the "news" butcher on board, you would "last" to breakfast in Seattle!

We rode a day train from here to Vancouver, B.C. on the G.N.. When we stopped at White Rock, Wash. the conductor asked us if we would like a ride on the engine into Vancouver. My wife Theresa and I had our first and last ride on an FMD E7, rode like a Pullman!

After an afternoon in the scenic city there we were leaving on the C.P. later in the day for Toronto. Even though it was January, the grass was green and some flowers were in bloom in the city, but on the high mountains all around it, there was much snow!

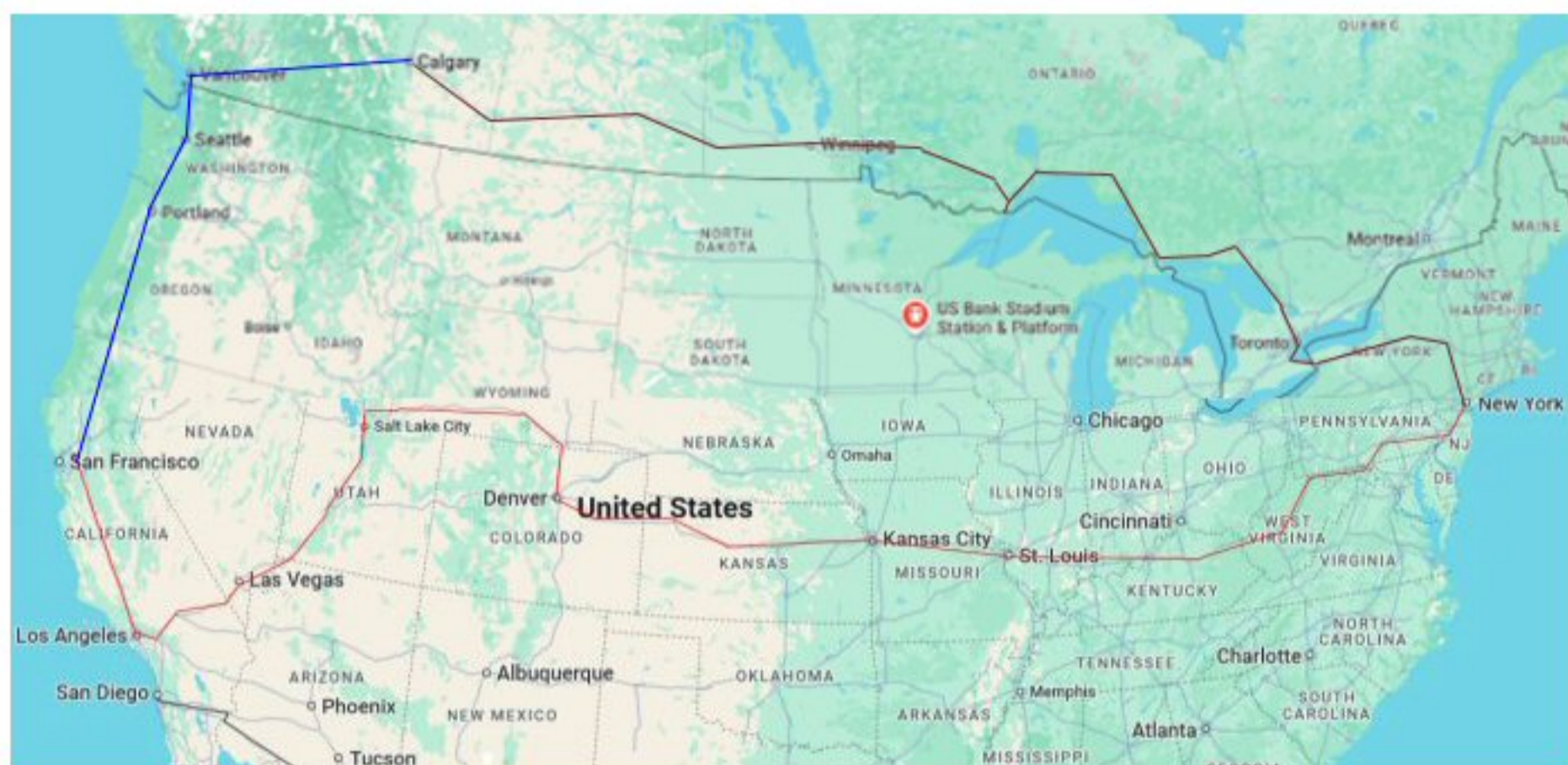


### Emery January 1952 Rail Vacation continued...

C.P.'s "The Dominion" was all heavyweight cars, and well heated and very comfortable riding. Next morning in Revelstoke, B.C. they gave us double-headed 2-10-4 type engines to take us over the Canadian Rockies to Calgary. That was some scenic trip, and as cold as it was. I spent time at the "dutch doors" quite often during the day. It was cloudy and now and then there were snow flakes falling, but the summits of the high mountains all about were visible. About the time we reached Lake Louise it was almost dark, but we did glimpse a huge antlered Moose grazing only a few feet from the track!

That night we slept in a "Tourist Pullman", a little cheaper than first class accommodations, but just as clean and comfortable. Next morning in Regina, Sask. I got off to snap a photo of our "Royal Hudson". It was -25° on the sta. thermometer, but it did not seem that cold, probably because there was no wind!

All day, the "Dominion" took to cross the endless prairies on the way to Winnipeg, arriving there at six forty five p.m. .Next morning when we awoke we were in Port Arthur on Lake Superior. All that day we transversed the mostly wild and beautiful north shore of the big lake. Another night in crossing the vast province of Ontario and we pulled into Toronto about seven a.m..To get to Buffalo we traveled the T.H.&B. via Hamilton in a "thru-coach" that became part of the NYC "Advance Empire State Express" at Central Terminal in Buffalo. All the way to Utica we traveled through a snowstorm ,but that NYC 4-6-4 Hudson took it in stride arriving at Harmon on the "button! Electric power took us to Grand Central.



### Emery January 1952 Rail Vacation continued...

One gloomy Feburary Sunday I had a couple of hours to kill in the stor- age yard before my run left for "Port",so I decided to walk over to the Morris Park Shop and engine servicing area. For a change I had even brought my "Brownie" 616 size camera! On the former two "DD1 layup tracks" next to the Montauk Br. "fill" was indeed a sad sight .About a dozen G5s, six to each track, and all headed "east" were lined up, all "dead" of course. I neglected to copy the numbers, but I can still remember the 25,26,31, 33,34,41 and 42 being there.No.25 still had it's "low" tank.



**Oil House c.1962**  
Photo: LIRR Archive: Jim Gillin

Over by the "oil house" the sole remaining 0-8-0, no.257 was "alive", as it was being used Mon. to Fri. as a "steam heat" engine in the L.I.City passenger yard,although all the rest of the steam supply there came from the big "Pennsylvania" four stack power house up Front St. a couple of blocks away. "257" would join the "dead line" in a few more weeks.

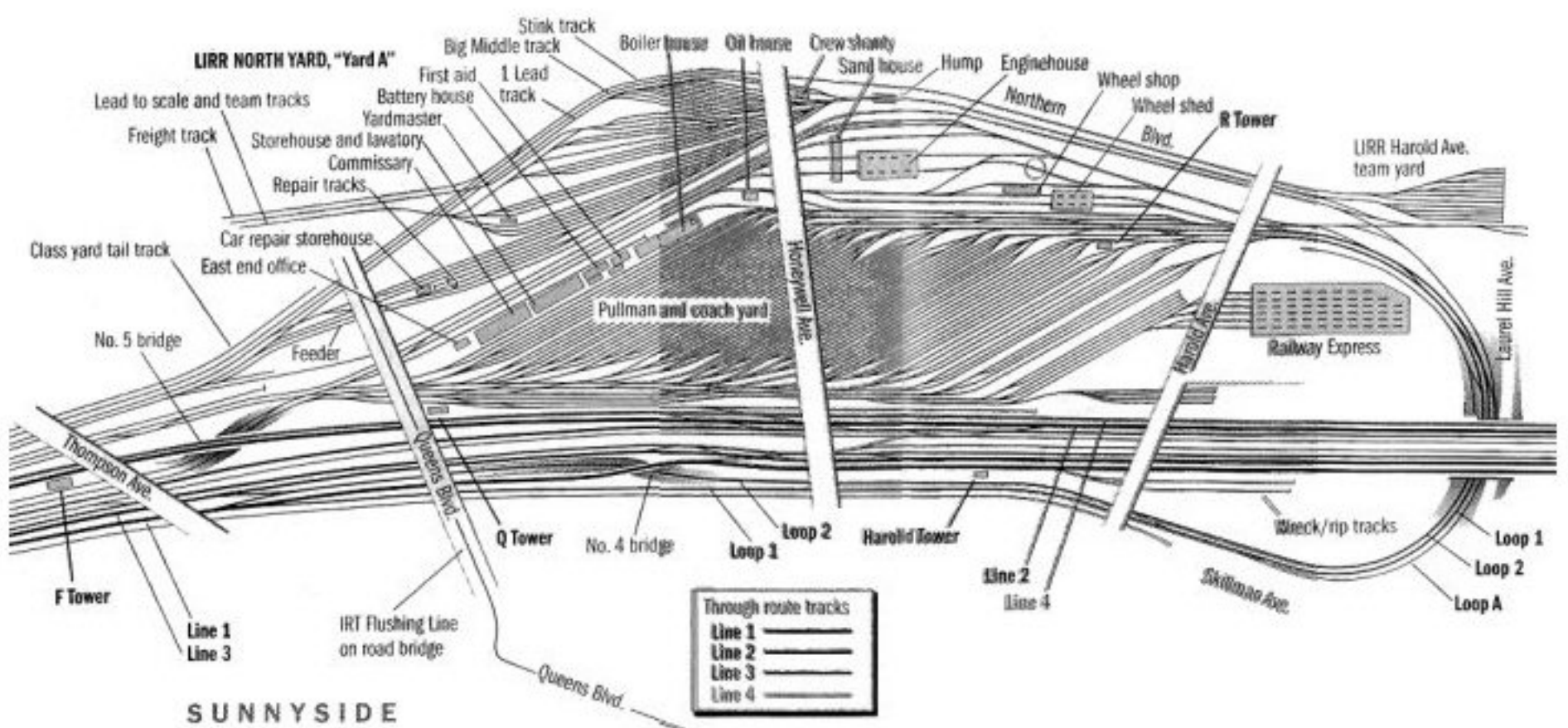
As far as "live" power that day,there were at least four H10s and a couple of G5s sitting on the outbound tracks,none would be needed on a Sunday. Next I looked in the roundhouse but that only had various diesels in it. "The circle", (name given to the outdoor tracks radiating from the turntable),held a few H10s ,the rotary, and G5 no.27, with a "low tank". She was awaiting shipment to the scrappers no doubt.Apparently the RR wanted to get rid of the "low tanks " in favor of the "high" ones for the few remaining G5s. One "low" tank, no.22, was saved as a coal tender for wrecker no. 197 based at Holban Yard.

Over in the back of the shops I took a photo of "oil-electric" no.402, probably not in service anymore with all the newer diesels available. I think the "401" had already gone for scrap. Two truly "old timers" looking somewhat dowdy in their advanced age were on the tracks used for shop cars north of the motor shop. The very last class "B40" ping" baggage car that once served as the "iced car" for fish on the westbound "Fisher- man's Special from Montauk and during WWII as an additional "baggage space" at Hempstead sta.

at Hempstead sta., no. 658, still had it's "Worlds Fair", (sans-serif), number and lettering! The other "old timer" was the former "Smithtown" club car, converted to coach 179 in 1942 and now an "instruction car" for shopmen.

Now that the need for so many baggage cars had ended with trucks taking most of the mail business over, the badly-worn B60 class baggage cars, (682-691), were scrapped along with rusting "balloon" types 718 and 722. At times this resulted in a car shortage for Railway Express shipments, so the RR converted combines nos. 619-623 to "baggage" cars by removing the seats and putting steel sheathing where the windows had been. Most passenger coaches were now in the "gray" paint scheme, but some RPOs and baggage cars still sported "good old Tuscan red" badly faded, with the numbers barely visible unless you were "right on top" of them!

One March day I received a message that I had to qualify in Penn. Sta., the East River tunnels, the loop tracks to Sunnyside yard and the "yard" itself. Before the examination day we had to walk around the layout in Penn. Sta. with a PRR "instructor". This was to acquaint us with all the various signal locations, the four towers and the different yards. I remembered the signals in the tunnels from being trainman on DDL-nauled trains when we backed in and out of N.Y. "Sunnyside" was also no mystery, thanks to me being on the "PXT or Milk" moves.



**Sunnyside Yard Rendering - F Tower east c. 1956 by Robert Wegner**

But the loop tracks that ran from "F" interlocking east thru the deep cut and under the LIRR to "R" tower at the east end of Sunnyside I had to learn more about if I expected to pass the Conductors test shortly. One weekday morning I boarded a PRR train of MP 54s at Penn. Sta. that was being taken to Sunnyside to layup during the day. PRR drill crews handled moves like this as well as inbound to N.Y. in the afternoon hours. Riding the head platform with the drill motorman gave me a fine view of the signals and trackage. It was a slow ride as trains usually "backed-up" on the loop tracks waiting for a "clear alley", (track), in the yard.

In April I, and four other LIRR men were ordered to report to the PRR "book of rules examiners" office in Penn. Sta. He would question all of us on all the rules and "characteristics" of the PRR where we would ever have occasion to run a LIRR train to, in the areas mentioned above. After an all day session we finally "squeaked" through to his satisfaction and there were five LIRR conductors qualified on about "1/99th" of the entire Pennsylvania Railroad!

Now I would have to give up my "happy home" on the round trip to "Port" on nos. 642 and 645 as it was a "half-nite" job. That would mean for me running the risk of being "stuck" as conductor on miserable "MU" runs that started in N.Y. or Flatbush Ave. and worked about six

trains until the wee a.m. hours of the night, not to mention all the drunks staggering home from bars and parties. Some could be really nasty when asked for their fare! Conductors of such jobs as these were forever laying off at the last moment and I being one of the "youngest" in seniority as conductor would be "pulled off" my run to "Port" when I reported for work to run those "miserable" jobs described above. That could go on for months until sufficient conductors were made to cover all those "unwanted runs."

So, when a "day" run opened up as trainman in Hempstead I bid it in. Conductors on "day" runs almost never took off, so I was "safe" on my brakeman's job. This job was the only MU braking job I ever owned in my entire LIRR employment. I was going to miss working behind the "G5" on train 642 most of all!

"Herbie" Doescher was the motorman, while George Koehler was conductor on my "Hempstead" job, two good guys to work with. Before leaving on train 711, we had to cut off the MB 54 baggage car on the rear. It had brought first class mail out earlier. After going into N.Y., we ran extra to Floral Park to make 1429 into Brooklyn, another heavy commuter train. Then we "swung" until just before noon and then made a round trip to Pockaway Park. That "swing time" in Flatbush Ave. I put to good use by walking the entire Brooklyn waterfront from the shores of Newtown Creek to Owl's Head Park in Bay Ridge in order to see what all the small "waterfront Railroads" looked like. On one very clear day I took the elevator to the top of the Williamsburg Savings Bank just across from the Terminal. Believe me, it's the only way to see Brooklyn! We made train 756 to finish in Hempstead at four thirty p.m., it was nice to be working "days" for a change!

Three weeks later a neat ticket collectors run opened for bid in Port Washington. I threw a bid in for it, but didn't think I had a "Chinamans" chance of ever getting the job. When the bids were "awarded" my name was on that particular job, was I ever surprised! Leaving Port Wash. at six



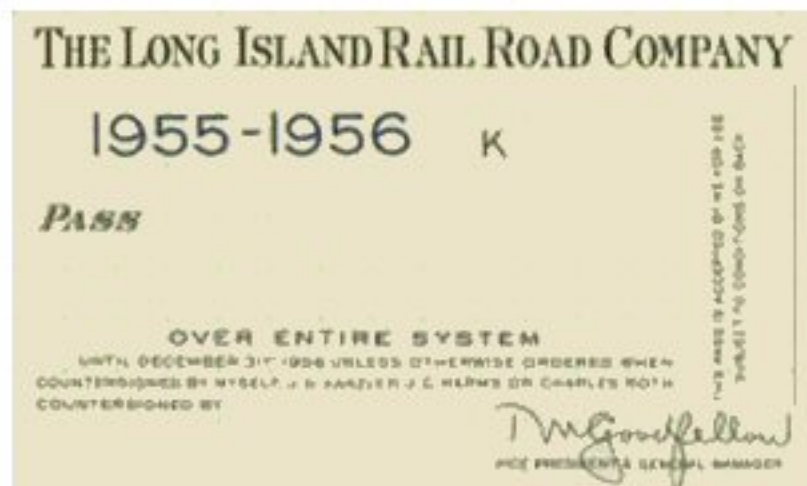
**Corona Station newly opened view NW 12/1930**  
**Photo: LIRR valuation Archive: Dave Keller**

twenty five in the a.m., we made all stops into N.Y., even Corona where no one ever got on. Then we ran extra to Floral Park to make train 1427, a heavy commuter train into Brooklyn. My next and final train for the day was no. 434 out of N.Y. at one ten, finishing up in Port Wash. just before two p.m.. This was definitely a "beautiful run," older men than I in seniority regretted not bidding the job in!

Getting done weekdays at two gave me an idea now that the early summer with its balmy weather had come to stay. Consulting the current "Official Guide", I found that if I could get to Trenton, N.J. before five p.m., I stood a good chance of riding behind an "E-6" again, especially if it was a Friday! Seems the PRR had a train leaving Trenton soon after "five" on weekdays that ran east over the Main Line to Monmouth Jct., thence "thru the woods and fields" on the "Freehold and Jamesburg Agriculture RR" branch

to Sea Girt, joining the N.Y.&L.B. there . After making all stops along the North Jersey Coast the train terminated in Red Bank, N.J. Most days the train consisted of a PRR gas-electric car pulling a heavyweight RPO, but on summer Fridays an E6 pulling two P70 coaches and the RPO replaced the gas car.

"Worth a gamble", I thought as I made out a "pass request" for Mrs. Emery and myself. In those years, LIRR under ten years seniority men were entitled to three PRR trip passes a year, plus one "foreign" set of passes to any point in the U.S. or Canada. After ten years, then, LIRR people got annual "card" passes to any point on the vast PRR system, along with



**Pres. Goodfellow pass  
1955-56 entire system**

the "foreign pass" mentioned above. With the later NY state ownership of the LIRR, no one, regardless of seniority would ever have or get anything but a LIRR annual pass. It was ironic as weeks of vacations increased, the amount of "passes" dwindled each year!

Our passes arrived in a couple of days and on a Friday that promised to be an ideal June day, we embarked on the PRR for Trenton. Eventually, all trains being on time we found ourselves standing on the eastbound Trenton platform. Shortly our train backed-in with three cars and on the front was my "old friend" from the "Patchogue Scoot", E6 no. 1694.

What memories that ride brought back! We really moved along as far as Monmouth Jct., and the open-window coaches gave us the full "sound effects" and a few soft coal cinders once in a while too. While unloading mail at Freehold I ran up to the front by the street crossing and "snapped" the engine. The all too brief ride terminated at Red Bank station on the N.Y. & L.B.. After the RPO had been unloaded the train backed past us, heading for the yard. All the old familiar "E-6" sounds were heard once more, particularly the "odd clanking of the driving rods" when the engine was not being "worked". After a brief wait, a CNJ train came along with a 4-6-2. We rode back to Jersey City on what was probably one of the last regularly scheduled CNJ steam-trains on this line.

The "Port Wash. run" was too good to last and I soon got "trimmed". In about five weeks I "owned" ticket collectors jobs in as many terminals. They were Long Beach, Rockaway Park, Brooklyn, New York and Jamaica. Finally I got tired of being "trimmed" every few days and went on the extra list. Living in Westbury I was centrally-located for any number of terminals.

A number of "east end" jobs opened up as well, thanks to men being on vacation so I managed to get mostly "day" jobs. One early morning job out of Penn. Sta. was "different" than most. Out of there at four a.m. we had three MU cars to Jamaica, pulling a "balloon roof" steam baggage car of mail for train 224. After about an hour in Jamaica we boarded an MU equip-

ment train for West Hempstead on track nine. The two head cars were MB 54s of Railway Express, while the nine coaches would become train 919 out of West Hempstead.

We took an unusual routing by going east on the Main Line to Floral Park and the Hempstead Br. to Country Life Press sta. At that point we entered the little-used West Hempstead Br. for the slightly over a mile

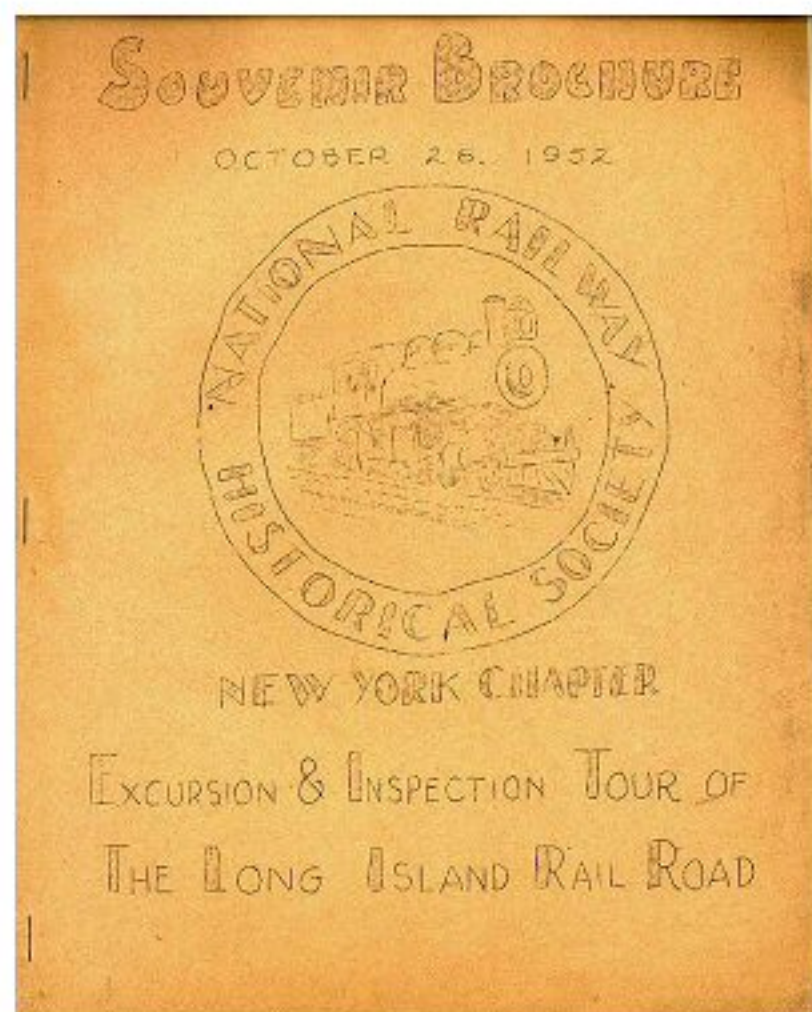


**DD1 #358 pulling freight westbound of West Hempstead station. The freight brakeman had to flag each crossing. 9/28/1947 Archive: Dave Keller**

run to West Hempstead sta. I had to "flag" the train over about six unprotected grade crossings thru Garden City. We proceeded slowly over this weed-grown right of way, unused except for this five day a week "deadhead equipment" train we were on. The West Hempstead freight no longer used this stretch since the recent closing of LILCO's gas manufacturing plant near Franklin Ave crossing.

After arrival at the West Hempstead sta., the nine coaches were left in the sta. for train 919, while I cut the two motor baggage cars off and put them in the express house siding. Train 967 in the early evening would take the two cars to Jamaica. There they were added to the "Babylon Baggage", which took them to PXT.

About the middle of October, I received a "flyer" in the mail from the National Railway Historical Society advertising a "steam trip over freight only lines" of the LIRR for Sunday the twenty sixth. The price was reasonable enough, but giving it some thought, I mused "wouldn't it be great if I could get paid for going on this trip, instead of paying to go"!



**Special flagged over Hempstead Tpke. West Hempstead - 10/26/1952  
Photo: M. Hubacher Archive: Art Huneke**

**NRHS Trip Souvenir Cover  
10/26/1952 Archive: Art Huneke**

When I put my "job request" in for Sunday I put "Railfan Special" at the head of the list. Apparently I must have had a "little seniority", because when the crew board was posted for Sunday, there I was marked up on the "Special", along with conductor R.J. Smith and G.W. Tweedy the flagman. We reported at the Jamaica storage yard at eight thirty a.m. to find H10 no. 107 all freshly painted on the point of a combine and seven coaches, all "pings". I put my timetable, flagging gear and electric lantern in the tender's locker for "safe keeping", so they wouldn't be appropriated by "overzealous fans"!

"Abe" House and Jimmy Hanley, both assistant trainmasters, were to ride with us all day to "facilitate operations", while "Win" Boerckel a train dispatcher and Herbert Onderdonk, a conductor were riding also on a "bus-mans" holiday. We loaded in Jamaica sta. on track five, the old "local" platform "C" being used on this 1952 Sunday. The weather was ideal and it promised to be a great trip with much picture taking, although there were no "Photo run bys" scheduled.

Promptly at "nine sharp" we were off, and down the steep ramp to the Atlantic Branch, a surprise for me, as I had figured the Montauk Br. to Valley Stream.

"Augie" Baier, engineer on our 107 really layed on the "Banshee" whistle own thru Cedar Manor and all the way to past Higbie Avenue sta. People out t that early Sunday hour looked up at our passing as if they had never seen "H10" pulling a passenger train before ! Was this the first time ever on he Atlantic Br. through here ??? Once in 1946 I remember Speonk train 36 oing this way, but that was of course hauled by a G5.



**"VA" Tower: 2 - LIRR valuation photo: 6/28/1933  
View NW Archive: Art Huneke**

At "Valley" tower we crossed over to go east on the West Hempstead Br. alverne residents looked on in amazement as we swept past their stucco sta. I wondered how long ago it was that "steam" had been along here, perhaps not since 1948 or '49, and that was probably an H6 on the freight. At West Hempstead we had to stop and report clear of the manual block at "WM". From here to Country Life Press we crept along, stopping to "flag" over all the unprotected grade crossings. At C.L. Press we entered the Hempstead Br. to go west, but only far enough to "clear" the Central Extension switch at "Garden" block sta.

"Garden" lined the switch for the "Extension" so we could back our train a mile and a half to the Roosevelt Raceway island platform. Here there would be a brief "photo stop" for a few minutes. Heading west again, another "photo stop" was made on the connecting track from the "Extension" to the track leading to the Mineola-Garden City freight yard and "Nassau" tower. This area at one time boasted of the only 90° RR crossing on the entire LIRR. Used by MU trains on the West Hempstead Br. crossing the Central Extension, it was removed in 1939 when "HC" tower was torn down and "Garden" took it's place.

I was riding the H10 as I had two lanes of traffic on Stewart Ave, to "flag" our train over, as well as 11th St. at the freight house and two crossings in Mineola. Finally back on the Main Line, 107 gave us a speedy eight minute ride to Floral Park where "Park" tower would back us into the north siding. This move was necessary to get on the Creedmoor Br. track which joined the north siding at Plainfield Ave.



**NRHS trip Jericho Tpke., Creedmoor Branch 10/26/1952  
Photo: George Votava - Archive: Mike Boland**

We proceeded slowly westward on the Creedmoor Br., crossing over Jericho Turnpike on the long plate girder bridge. A mile further on, near the switch to the State Hospital coal trestle we stopped, again for a "photo stop". Surprisingly at that time the area still had some open lots along that portion of the branch, and the tracks were pretty well-lined with bushes and small trees for being in the city limits!

Retracing our route back to Floral Park, we then went west again on the Main Line. No stop was made at Jamaica, an "unusual move" for a steam hauled train, especially one with a freight engine! We switched to the Montauk Br., as we were headed for the west yard at Fresh Pond. We continued thru the yard and entered the Pushwick Branch, no doubt the first passenger train to use it since long ago "Battery Car Days!". Continuing west on the heavily industrialized line we only went about ten miles an hour.

"Drifting" west past the large H.C. Bohack food stores sidings and warehouses we cross Metropolitan Ave., where until recently B&QT streetcars of the "Peter Witt" type crossed over this line. About a mile further on we can go no further than the English Kills swing drawbridge as our engine is too heavy for it. Then it's a long "back-up" move to the west yard at Fresh Pond up the continuous grade. Once in the yard, I cut off our engine and take it through a vacant yard track to the water plug just west of "Pond" tower. Once the tender is full we continue to back our live engine thru the east yard so we can get on the east leg of the wye. We have to have the H10 headed "west" for the trip over the Bay Ridge Br. to the yard there. Since "Fremont" tower



**Bay Ridge Yard - View W**  
**10/26/1952 Archive: Art Huneke**



**LIRR #107 passing under the EL**  
**New Lots - 10/26/1952**  
**Archive: Art Huneke**

will handle our move via it's interlocking, I will not have to throw any switches there. I took advantage of that to ride in the brakeman's "dog house", the small cabin on all H10 class tenders.

I'm looking forward to this next portion of the day's trip, as I have never rode or worked a train over the Bay Ridge Br. In fact, very few "passenger men" and only about half the "freight men" ever worked on this line. Actually, if you worked for the New Haven RR you would have a much better chance to see this branch, as they ran about eight trains, (all long freights), each way daily. The New Haven had trackage rights over the LIRR from Fresh Pond Jct., ("Fremont" tower), to the float bridges at Bay Ridge yard. New Haven men had to qualify on the LIRR book of rules, signals and Characteristics in order to work on this line.

After recoupling the H10 to the other end of our train and rounding up the "Railfans", we are off for the swift trip to Bay Ridge. The beautiful fall day is beginning to result in lengthening shadows as we emerge from the nearly mile long East New York tunnel under the city homes and streets. We stop for the last "photo stop" of the day at Livonia Ave. Almost all the fans got off here to get a photo or "stretch their legs". After five "ban-shee" blasts from our H10 to call in our flagman, we're "on the way" again, around the long curve at New Lots and southwest into East Flatbush, Flatbush and so on, to the Bay Ridge section of South Brooklyn.

We pull down into the lower yard past the Bay Ridge yardmasters office as Second Ave. Everybody gets off to take more photos. There are no New Haven locomotives around, but several LIRR class BB3 electric switchers are tied up near the float bridges. I cut the engine off and ride in the cab back to Eighth Ave as we have to go up the embankment to the engine-house to take on more water from a hose hanging from a standpipe. This tender "topping off" will get us back to Morris Park.

While I'm gone with the 107, the conductor calls "Bedford" tower", (near Brooklyn College), to get a "K" card by "NU" block limit sign at New Utrecht Ave. This will give us a "clear block" to "Bedford". From there we will be

governed by "signal indication" all the way to "Fremont" tower. We made great time going back east on the Bay Ridge Br. as dusk slowly came on.

In no time at all we were enveloped in the tunnel, but as our engine is backing up pulling the train, the engine crew escapes the smoke from the stack as we go upgrade thru the tunnel.



**Abandoned Fremont Tower: 12/1970  
Archive: Dave Keller**

At "Fremont" the engine has to be cut-off again to be turned on the wye, as we have to be headed "west" to go over the Montauk Br. to "Bliss" tower. By this time total darkness has arrived, much to the dismay of our passengers. At "Bliss" tower we enter the Montauk Cut-Off, only going as far as the "Main Line Cut-Off" switch. After getting "permission" from the tower, we go down the "Main Line Cut-Off" ramp to join the Main Line. We stopped at Woodside in case any one wanted to get off there. After that we continued to Jamaica and came in on platform "C" to discharge our happy passengers.

As we backed our consist to the storage yard about seven p.m., I wondered if the "fans" enjoyed the trip as much as I did!

Even working the "extra list," I hadn't caught sight of the twenty three leased Reading Company coaches now on the RR since June. They finally caught up with me, or vice versa, one Friday evening in early December. It was on train 42 to Speonk, as there were ten of them in the middle of the consist. They were never used as rear cars on the LIRR as they did not have electric markers, something that all LIRR pass. equipment now boasted of. Later on, I learned these good-riding cars had all been built by Bethlehem Shipbuilding Co. around 1917-18. Prior to the electrification of the Readings suburban lines in Philadelphia, these cars were hauled by steam engines on those routes. Since that time the cars were stored most of the year, except for the summer season when many were used on busy PR-SL trains to the seashore.

The Reading coaches did not have vestibule diaphragms, having "safety chains" instead. In order for LIRR coaches to "mate" with these cars, LIRR cars had their diaphragms removed and "chains" installed. Unfortunately this "diaphragm removal" was soon applied to all LIRR steam equipment. This was definitely not the thing to do! Ask any commuter who has had to ride in those now-unprotected from snow and rain pouring in vestibules if they would like to see the diaphragms put back on!

The interiors of the Reading cars had pleasant blue plush seats and a much better arrangement of steam heat controls than our cars. A string of Reading cars lent some much-needed "pleasant paint scheme," in contrast to our otherwise drab, dull gray trains. They were distributed on the LIRR as follows: Nos. 31-42, 10 cars; 205-214, 5 cars, and 621-652, 8 cars. Before the year ended I managed to work in those cars on all six trains listed. The Reading coaches were leased to help alleviate serious overcrowding and stayed on the LIRR until June 1955 when the new 2900 series cars started to arrive. There are very few photos of the Reading cars in use on the LIRR.