

in "the parlor car paint scheme" of a blue along the windows, something the coaches lacked. "Setauket" would be its new name and in the summer of 1963 it would bring up the rear of the "Cannonball" Thurs. and Fridays. Sundays it



**Cannonball eastbound - 60+ mph
Amityville c.1963
Photo/Archive: Brad Phillips**

would be on the markers end of "The Sundowner". Ex D&H "RS-3" Alcos, now LI nos. 1519 and 1520, would also have the "blue stripe" to match up with the above trains. It really made a nice looking "Cannonball" with the "blue stripe" starting with the locomotives and ending with the observation!

One cold January afternoon I noticed an "odd-looking" engine on train 648 in the L.I. City passenger yard. Lately 648 had been "doubleheaded" with two Alco "RS-3s" to try and keep the train on time. This day LI 1558 was leading with Delaware & Hudson no. 4036 as the second unit. Leased 4036 only lasted on the RR for a few weeks as it suffered an electrical fire one night at Speonk and was returned to the D&H.

Shortly after that, over in Penn. Sta., one of the trainmen on a Babylon-bound train had the rare experience of having 11,000 volts of "AC" current pass thru his body! "Artie" Brymer was "loading his train" on track eighteen when a passenger with a long metal fishing rod tried to enter the normal side-vestibule door from the platform. "No soap", the rod just would not bend enough to get it thru the vestibule and into the car's interior!

"Artie", seeing the problem and being it was "leaving time", told the guy to hand it to him, as "Artie" was on the train standing astride the buffer plates between the cars. He figured there was more room to maneuver the long rod so it would go into the car. "Bang-Flash"! --- "Artie" had forgotten the energized overhead "trolley" wire over all Penn. Sta. trackage. The rod had brushed the 11,000 volts and grounded to the car frame thru "Artie's" body. His shoes were completely burned off his feet, plus his hands were "singed", but otherwise he was one "badly-shaken up guy"! He was off a long time recuperating from that.

One spring afternoon I walked to Holban yard ^{AND} got a few "slides" of the ex R&M baggage cars and cabooses 34 being scrapped. By this time all the LIRR wood-



**Hack #34 passing Garden City
7/28/1953 - (Votava-Keller)**

en hacks were either scrapped, or donated to various places. Here are some of the "dispositions": No. 12 and 14 to Branford Elec. Ry., 1960; No. 22, a "shed" in Manorville; No. 28 to Middletown & New Jersey RR, 1961; No. 30 to Seashore Elec. Ry., 1962; No. 38 to Boy Scout Camp in East Moriches, 1963; No. 41 to a park in Huntington, 1957; and No. 46 to a "kid's playhouse" in Remsenberg, 1962.



**Burned #74 1960 ex-NYO&W
Rebuilt: Morris Park Shops
8/1962 with bay windowed steel body.
Renumbered C-80 - Scrapped 1993
Photo/Archive: Art Huneke**

A burned-out shell of ex N.Y.O&W. caboose no. 74 was rebuilt by Morris Park into "bay-window" no. 80. With all the new 50-70 series of hacks from International Car Co. in service, the RR now possessed an all-steel fleet of hacks. All the ex N.Y.O.&W. cabooses ex. no. 80 were either scrapped or "donated".

In May the first "Bike Special" ran from Penn.Sta. to Southampton with



**RS3 #1556, #1552
Bicycle Extra
Montauk 5/05/1963
(Lorenz-Keller)**

seven "balloon-top" baggage cars, a bar car and 2900 series coaches. That may have been the first time for cars with "undercar diesel power plants" to use Penn.Sta.! A PRR GG1 pulled the train from there to "Harold" tower in L.I. City, where LIRR diesels took over. One wonders why the "Cannonball" and "Weekender" on Fridays could'nt have been handled out of N.Y. in this manner? Probably the commuters on a weekday seeing "the Elite" getting thru service without "a change at Jamaica" would have clamored for "thru" trains to diesel terminals as well!----This was avoided by running the "Bike Special" on a commuter-less Sunday and they would never know about the "operation"!



**Amityville - First Road n' Rail Bus
6/08/1963 - Photo/Archive: Brad Phillips**

In June, Montauk Br. "Road and Rail" bus service started between Amityville and Montauk to supplement train schedules. No stations or stops between Mastic and Amityville were made and LIRR passes were no good on the busses.

With the change to the "summer timetable" I was able to stay on the "relief" job out of "Port". On Saturdays we made a "middle" round trip to Oyster Bay from Jamaica, with the two Budd RDC cars. Boy, were they ever slow sometimes! Leaving Glen St. they were so slow getting going that a "fast runner" could have kept pace with them. Apparently hauling that RPO on the Patchogue "scoot" was beginning to tell on them! They were nice, comfortable cars, the LIRR should have had at least four more of them, as fluctating passenger loads such as happens even on the "scoot" makes just two cars not enough. One summer Friday I remember the "scoot" leaving Babylon "loaded to the gills", (as they say), and leaving probably fifty would be passengers behind on Babylon platform!

The "Shelter Island Express" carried three parlor cars and three coaches to Greenport on Fridays, surely a great improvement over "all stops" no. 214 now discontinued. This Friday train made Riverhead first stop, something that had'nt been done since the summer of 1942. "Road and Rail" bus service between Huntington and Greenport was already established, although Smithtown might have been a better transfer point, eliminating a lot of highway delay between there and Huntington.

Sunday evenings "the Sundowner" was now all "parlor" with a diner spliced amidships. In August the new "Zip" cars arrived, all painted in the new "World's Fair" paint scheme of orange and grey. At first the "Zips" were not mixed with other MU equipment as there were a few "bugs" to be worked out in the braking system. These cars resembled the latest NYC MU cars very much, but the trucks did not "ride" as well as the 1955-56 MU cars the LIRR got from Pullman-Standard.



**Lawyers Club of Brooklyn Special
RS3 #1555 Extra eastbound
Sayville 7/17/1963
(Norman Kohl-John Scala)**

The summer of 1963 was the first year of the unique "Brooklyn Lawyers Club" special that left out of the Flatbush Avenue Sta. behind a diesel! The consist, front to back if you happened to see it pass, say, on the elevated portion of the

Atlantic Br. somewhere east of the Nostrand Ave. sta.:An Alco "RS-1" 1000 H.P. diesel;a "MW" Dept. wooden gondola with added "handrails" on it's sides; a baggage car;two parlors,the diner,and another parlor on the rear.They were off for a fishing trip out of Montauk.For years that place was advertised by the Long Island Association as "Always Ten Degrees Cooler On A Summer's Day"!

To "celebrate" my twentieth year on the RR I went on my final "Iron Horse Ramble" on the Reading .This one came out of Phila.,but we were visitng relatives in Bethlehem,Pa. so I boarded it there.Dave Halloran from the LIRR signal dept, also got on there,as he had drove in from L.I..This "Ramble" went to West Milton,Pa. via Allentown,Reading,Tamaqua,the Catawissa Br.,and along the Susquehanna River.Coming back we went over the Shamokin Div. thru the heart of all the "hard" coal mining country.

This would be the last summer for leased Pennsy parlor cars,but we did not know it at the time.In October 1963 I bid a job out of "Port" that let you "sleep late" in the morning as we left on train 625 at nine sixteen.Quite a nice change from getting up at four a.m.!On Saturdays we had an eight hour "swing" in Jamaica,so one fall day I decided to try out the "Road and Rail" trip to Greenport,that started on Feb. nineteenth,1962.



**LIRR Road n' Rail buses Publicity
#372 Greenport at left
Schenck Transportation
Huntington Station c.1964**

One took a train to Huntington and boarded a comfortable modern bus for Greenport there.The ride was pleasant,and once past Coram went quite rapidly.I arrived in Greenport with a few minutes to spare before boarding the train for Jamaica.I chose to ride in the cab of the FM "C-Liner"as I knew Tommy Rome,the engineer.You could'nt beat the view of the railroad from up there,something "road-switcher" type diesels could never provide.In another year the "C-Liners" and all other FM locomotives would be "history" on the LIRR as the new Alco "Century " type 2000 H.P. jobs would start arriving in December.

In those years we could make an "extra buck"or two by making other men's trains for them if they had some urgent business to attend to.That is,of course if you yourself had a "swing" that afforded you the time to do it, without missing any of the trains on your own run.It was acceptable with the "powers that be" and worked quite well,I myself bought a great number of "railroad" books with the proceeds of these trips.The man you took the place of paid you out of "his pocket",the company's bookkeeping was'nt affected in the least.Arrangements for the "trips" did have to be "okayed" with the crew dispatcher though.

In the 1963-64 winter I was making a N.Y. to Babylon round trip for a conductor every Monday on trains 108-159. Leaving Penn.Sta.at eleven forty two a.m. we had seven MP 54s of various "seniority".Around Bellmore I noticed smoke coming from under the third car,NO 1648.