

LONG ISLAND RAIL ROAD
MISCELLANEOUS DATA
(Rev: 04/14/24)

STEAM LOCOMOTIVES:

Class D16s superheated and converted to D16sb	Starting in 1914
Westbound steam trains changed head-end motive power at “HAROLD” interlocking with PRR DD1s and crews and reversed the procedure eastbound	1910 – Autumn/1927
Steam trains changed head-end motive power at Jamaica and LIRR purchased 16 DD1 locomotives from the PRR to accomplish this change of power	Autumn/1927
PRR class E2 superheated and converted to E7s	By 1929
Tightly-space lettering on tenders replaces wider spaced lettering (<i>Ron Zinn data</i>)	1929
PRR class E2, E3 construction dates	c. 1904 – 1906
K4s locomotives first used on Montauk branch (After installation of heavier bridge over Shinnecock Canal. Prior to that, Montauk trains of 12 or more cars were required to be double-headed by 2 - G5s locomotives)	} June/1931
Footplates appeared under cabs of PRR locomotives (including LIRR G5s, H10s)	1931-32
Pin-striping discontinued on PRR locomotives	June 13, 1932
Pedestal-type, multi-directional classification lights atop smokebox and pedestal-style multi-directional marker lights atop pilot introduced:	Fall / 1922
a. Removed from yard service and freight-service-only locomotives, beginning: Pedestal markers left atop pilot.	July / 1929
b. Removed from passenger service locomotives and freight locomotives in passenger service, beginning: (<i>The Keystone: Spring/2002</i>)	June / 1940

- c. Although removed from atop smokebox, pedestal marker lights were left atop pilot.
 - d. "New" one-directional "tombstone"-shaped marker lights introduced atop smokebox: June / 1942
(The Keystone: Spring/2002)
 - e. Pedestal marker lights removed from atop pilots Starting in 1946-47
(Some engines still had them in 1949)
 - f. Newer, smaller, round, single lens marker lights appear atop smokebox replacing "tombstone"-shaped markers from 6/42 1947
- Futura lettering on tenders replaces tightly-spaced 1929 lettering (Futura lettering already on many MU and steam passenger cars including MP41 cars in 1938). *(Ron Zinn data)* April/1940
- Futura lettering officially discontinued. *(Ron Zinn data)* July/1941
- Futura lettering replaced by wider-spaced "Penn Roman" lettering. (Some tenders remained with Futura lettering as late as 1945 *(per Ron Zinn's photographic evidence)*) Late 1941
- K-4s locomotives first used on Port Jefferson branch 1940 – 1941
- PRR experimented with solid pilots on K4s locomotives, but it wasn't until the mid-1940s that locomotives actually had the conversion
(Photographic evidence shows a K4s at Jamaica on May 14, 1944 with solid pilot. Ron Zinn data) 1941 - mid-1940s
- Silver-gray smokebox color (graphite with aluminum) stopped during war years (dull gray in use) 1942 - 1945
- Keystone number plate conversion Oct.- Dec. / 1942
- Steam deflectors behind whistles Starting in 1943
- K4s locomotives used auto stokers (Stoker motor under cab: left side of loco) April/1944 - 1948

Small, cast headlights with illuminated side numbers installed on MOST G5s locomotives	1944 - 1945
K4s locomotives get "facelift" (Generator exchanged with headlight and large platform added below smokebox to service the generator) (Not done to K2s or K3s locomotives)	} 1945 on PRR, latter part of 1946 on LIRR All are done by 1949
Keystones have large numbers	Pre-1945
Keystones have smaller numbers	1945
Mechanical stoker added to fireman's side of H10s locomotives	1946
Auxiliary headlight added above the number plate of some K4s locomotives leased to the LIRR (see: locomotives #3880 and #5434 in archive)	starting in 1946
H10s #113 last to be mechanically stoked	1947
Last PRR L1 Mikados in service	as of 1/1/47 (all gone by 7/1/48)
Class C51 has large tool box added to pilot	1948
E6s, H9s leased locomotives left LIRR service	1949
Montauk trains dieselized	1950
Last three (3) K4s leased locomotives left LIRR service (#s 3740, 3887, 5406) (<i>Ron Zinn data</i>)	October, 1951
Greenport passenger trains dieselized	October, 1951
Majority of G5s locomotives retired	November, 1951
Automatic Speed Control (ASC) installed by adding a roller bearing to the first axle of the second truck of the tender for use as a speedometer. This eliminated the typical journal box cover on that axle.	1952
PRR G5s #5741 appeared on LI as relief engine for LIRR G5s #21	August, 1955

Last steam-pulled revenue trains (behind G5s #'s 35 and 39) October 8, 1955

Last operation of LIRR steam: pulling railfan extra (behind G5s #35) October 16, 1955

TENDERS:

"Lines West" Tenders on H10s Locomotives:

All nineteen H10s locomotives that came to the LIRR from the Pennsy were "Lines West" engines. They all carried high numbers on the Pennsy as did all "Lines West" engines: in the 7000-8000 range. The smaller tenders that some of the pre-stokered engines hauled were also "Lines West." *(Data courtesy of Ron Zinn)*

9000 gallon Class 90P70 tender was originally built with the Pennsy I1 class decapods. Over a hundred of these tenders were transferred to K4 engines during the 1920's when the I1's received larger ones. Virtually all K4's that ran on LI from the late thirties until the arrival of the stoker fired engines in early 1944 had these tenders. What is interesting is that these tenders did show up from time to time on E6's, K2's and even H9's.

In tender classification, the first number indicated the gallons in hundreds, the letter indicated "P" for passenger locomotive use or "F" for freight locomotive use and the second number indicated the height of the deck in inches. *(Data courtesy of Ron Zinn)*

Smokebox Data:

Engine smokeboxes were painted with graphite paint because it is heat-resistant and the smokeboxes did not have "lagging" or insulation under the outer boiler shell. On the Pennsy (Long Island), until late 1942, regulations called for the smokeboxes to be painted with "front end paint". This was graphite paint with a small (about 1/4 lb. to a gallon) amount of aluminum pigment added. It gave the front end a silvery-black appearance. This was the way engines usually appeared after receiving class repairs at Altoona. Varying amounts of aluminum pigment was added to the graphite paint, which is black or so dark a gray it looks like black, depending on what facility was servicing the engines. It was probably at the discretion of those in charge of a

particular facility. For example, engines serviced at Altoona usually had a flat black look to the front end but engines serviced at Philadelphia had a silver-gray appearance, or at Wilmington, a lighter silver-gray appearance.

On the LIRR before the war, the silvery smokeboxes were often wiped down only on the front of the engine. One would commonly see a grimy, soot covered smokebox. At times the boilers of many engines would appear to be all black when viewed from the side. Black and white photography can be deceiving when it comes to rendering black. A clean engine looks very black because locomotive enamel was a glossy paint. When it gets sooty and dusty it can look like light gray when the sun hits it. Smokebox paint was a relatively flat color compared to the finish of the rest of the engine. My own vivid memory of LI locomotives, which goes back to early 1943, is that their front ends looked black. Bob Sturm, who is several years older than I am, agrees with me. The late Herb Doscher, engineman, who had a phenomenal memory about LI motive power also agreed that during the war smokeboxes were dark. I actually have a color photo from the cover of a Newsweek magazine taken at Dunton tower in 1943 and it shows a G5 with a black smokebox.

On passenger engines the smokebox door and lugs were painted a glossy black. Freight engines and switchers did not get the black door treatment. For some reason the light Atlantics (E3sd, E7s) did not get black smokebox doors either.

I have also seen a photo of a G53 with a black smokebox door. It was one of the G53's that had a passenger pilot as they were occasionally used in passenger service. Incidentally, this paint scheme went back, at least, to the first decade of the twentieth century.

This practice was never revived after the war although for a brief period in 1947, some of the K4's were given very light silvery smokeboxes with black doors.

For whatever reason no other engines received this paint treatment. After the war, until the end of steam, smokeboxes were varying shades of silver-gray depending on how dirty they were. *(Data courtesy of Ron Zinn)*

Headlight Data:

When the Pennsy started to electrify their headlight, they retained the old oil headlight casings on many engines. This lasted well into the 1920's in some cases. They started using electric headlights around 1918. I think the round cased headlights first appeared during 1922

along with the cast "helmet" type marker lights. For a while some engines retained the platform that the oil headlights were mounted on so the replacement round headlights sat somewhat lower on the front of the smokebox. *(Data courtesy of Ron Zinn)*

Superheater Data:

Older locomotives had the old slide valve chests instead of the more modern piston valves, hence the lack of the usual steam delivery pipes. See "Classification Letters" following.

Classification Letters:

When the Pennsy (and therefore the LIRR after 1900) built or used other builders' locomotives and classified them, they were given a letter/number combination. When an updated version of the same class was produced, it was identified with a letter added as a suffix to the class i.e. "a" or "b". When the locomotive was superheated . . . either when built or when a superheater was added at a later date, a letter of "s" was added. For example:

Class D16b, when superheated, was classed D16sb. A "D" class, for example, designated a 4-4-0 "American" type wheel arrangement, hence a DD1 electric locomotive, while not steam, had a 4-4-0 wheel arrangement and was classified accordingly as a "DD" because the units always operated in pairs ("A" and "B" units = 2 "D" units, coupled).

Class K2, when modified AND superheated, was classed K2sa and when modified even further, was classed K2sb.

Class H6b, when superheated, was classed H6sb.

PRR Leasing Info:

Form MP229 listed the PRR-leased locomotives that were on the LIRR property by month and year. Some locomotives came over for a brief period of service and were returned. Some locomotives went back and forth numerous times. Some locomotives spent many years on LIRR property and some spent nearly their entire career on site. By October, 1951, all PRR-leased steam was gone from the LIRR with one odd exception occurring in August, 1955 as indicated in "STEAM LOCOMOTIVES" section above.

Leased PRR engines were brought to Long Island by car float at Bay Ridge. Their pilots were removed in the process. This had to be done when engines were loaded onto car floats because the weight of the

engine would depress the car float at the dock and cause the pilot to interfere with moving it onto the dock.. (per a LIRR engineer to Ron Zinn)

GAS CARS:

Gas cars replaced the use of locomotives on the Sag Harbor branch 10/19/1927

ELECTRIC LOCOMOTIVES:

Class DD1 first arrive on LIRR from PRR and are added to the LIRR roster. Others arrive sporadically 1928-1944. 1927

Display of indication lights on the front of MUs is discontinued 11/27/32

Class DD1 gets pin-striped for N.Y. World's Fair. New color scheme includes LIRR keystone logo 1939

Futura lettering on locomotives (Ron Zinn date) April, 1940

Futura discontinued (Ron Zinn data) July, 1941

Class DD1 @ Morris Park Shops begins use of new DD1 lay-up yard near elevated Montauk branch } 1944

Some class DD1 units get Tichy color scheme early 1950

Last day of DD1 operation (Locomotive assignment sheet for 12/31/51 shows 3 DD1s on the roster [#s 341, 348, 352] but were probably in storage at Morris Park Shops. Assignment sheet for 02/29/52 shows them gone from the roster. Ron Zinn data) 06/22/51 per R. Zinn
06/24/51 per R. Makse

Automatic Speed Control (ASC) added to MU motor cars, identifiable as vertical rectangular bump-out under motorman's/engineer's round window. 1952

PASSENGER CARS:

Beach Storage Battery Car #1 begins operations on L.I.R.R. and is the 1 st battery car to operate on a steam railroad (<i>per "Railway Age Gazette" issue of 11/22/1912</i>) The car ran along the Bushwick branch between Fresh Pond (Bushwick Jct.) and Bushwick.	04/01/1911
T39 class wooden trailers used in alternating pattern between steel MP41 cars in same train withdrawn from service. Majority of wooden cars sold to the Washington, Baltimore & Annapolis RR in 1917 and 1924.	Dec. 17, 1914
Last year wooden cars used in revenue service	1927
Futura lettering appears on MU and steam psgr. cars including MP41 cars. (<i>Ron Zinn data</i>)	1938
Futura lettering discontinued (<i>Ron Zinn data</i>)	July/1941
Dulux gold lettering in "Penn Roman" font re-done with letters spaced further apart	Late 1941
Original 1905-era class MP41 MU cars last ran in passenger service on Mitchel Field shuttle:	1950
Tichy color scheme: Slate gray body, dark green undercarriage, bright aluminum roof Named for designer Lester C. Tichy (1905-1981)	} Beginning 11/1/49 until 11/1/52 (period of painting)
Large marker light added to rear of steam cars. Headlight of electric cars modified to be large marker light when used as last car on train	} May 24, 1951
MU cars end doors painted orange	Starting in 1952

(FOR MORE INFO SEE: "PAINT SCHEMES" BELOW)

TRAIN INFORMATION:

“REX” Trains = Trains consisting of all REA and/or baggage cars. According to the late retired engineer Herb Doescher (*via Robert Sturm*), the REX trains were the fastest under steam on the road. The lack of scheduled station stops saw speeds in excess of 100 mph not unusual. The men clocked the number of telegraph poles passed per minute to determine their speed.

Mitchel Field Shuttle:

Shuttle service begun between Garden City station and newly-established Camp Black via the Central branch.	05/03/1898
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Shuttle service between Garden City station and Salisbury Plains implemented using ex-Ocean Electric trolleys equipped with third rail shoes to operate on the electrified Central branch. During WWI service cut back and terminated at Aviation Field #2 also servicing adjacent Camp Mills. After 1918, Aviation Field #2 re-named Mitchel Field. Service re-established beyond Mitchel Field to Salisbury Plains.	1915-1918
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Shuttle service western terminus moved to Country Life Press station.	1927
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Shuttle service trolleys replaced by one MP41 MU electric car. One-car train became 2-car train sometime after April, 1934. These were the last MP41 cars in operation on the LIRR.	1933
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Shuttle service MP41 MU cars replaced by two MP54 MU cars.	1950
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Mitchel Field Shuttle last day of service	05/15/53
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Train service inaugurated to Kings Park State Hospital	1911
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Train service inaugurated to Central Islip State Hospital	1911
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Milk service started to Sheffield Farms at Dunton <i>(per Dick Makse data)</i>	04/25/28
PRR "K" card system in service	05/23/28
Train service inaugurated to Pilgrim State Hospital	06/24/34
Trains #7, #13 on Sundays and #19 on Mondays were the last westbounds to use the Manorville branch.	June-Sept. 20, 1942
Train #20 the " <i>Cannonball</i> " last operates along Manorville branch. <i>(Art Huneke data)</i>	June, 1944
Train #12 the " <i>Shinnecock Express</i> " bound for Montauk via the Main Line with train #206 as its Greenport section splitting at Manorville, last operates along Manorville branch. <i>(Ron Zinn and Art Huneke data)</i> Branch officially abandoned: 3/3/49 <i>(Robt. Emery data)</i> . After Sept, 1946, no scheduled trains used the branch. The junctions at MR and PT and branch tracks were removed per G.O.#1710 eff. 12/27/49.	Sept, 1946
Last year of the " <i>Fishermen's Special</i> " <i>(per R. Makse)</i>	1953
Last day for mail carried on the LIRR on westbound train #37 Speonk to Jamaica.	June 18, 1965
Last hospital train providing service onto Kings Park State Hospital grounds	timetable of 5/69
Last hospital train providing service to Kings Park State Hospital terminating on the Kings Park station siding with bus and cab service to the hospital	timetable of 5/70
Last year of the hospital train providing service to Central Islip State Hospital	1971
Connection from Main Line to Edgewood State Hospital east of Deer Park station removed	01/11/72
Hicksville shuttles with push-pull trains commence:	June 26, 1972
Last hospital train to Pilgrim State Hospital and return	5/21/78

Connection from Port Jefferson branch west of Kings Park station and running behind depot to Kings Park State Hospital moved to east of Kings Park station at Indian Head Rd.	c. 1973 (Robt. Myers data)
Connection from Port Jefferson branch east of Kings Park station at Indian Head Rd. to Kings Park State Hospital removed	08/04/88

PARLOR CAR SERVICE:

Parlor car service provided by Woodruff Parlor Car Company	1870s - 1892
LIRR takes control of Woodruff property and operates their own parlor service	1892 - April 1, 1926
Pullman Company service inaugurated, using Pennsy's pool of Pullman equipment	April 1, 1926 – Labor Day/1942
PRR takes over parlor service	1946 – 1958
LIRR Special Services Department formed	1957
LIRR acquires 2 parlor cars and develops its parlor service	October, 1958
Red stripe added to "Push-Pull" parlor cars to differentiate them from regular passenger cars which had a blue stripe. <i>(Richard Makse data)</i>	1983

STRUCTURES & YARDS:

Reference in newspaper article to a turntable being in place at Creedmoor after the line was cut back to that station:	May, 1882
Reference in newspaper article to a turntable being in place at Manor (Manorville) prior to the 1887 installation of the wye:	June 10, 1882

Wye installed at Manor (Manorville):	1887
Morris Park Shops opened:	1889
Large coaling tower at L. I. City built:	1902-03
Turntable on dock adjacent to Dutch Kills, L. I. City built:	1903-04
Storage tracks at L. I. City added:	1903-04
North Yard (Wheelspur Yard) enlarged and connection via double slip switches to Dock Yard south of tracks at Dutch Kills installed:	1903-04
Holban Yard (Hillside/Hollis, NY) opened: (Name was a combination of Hollis and St. Albans)	1906
Station signs indicating mileage from L. I. City and mileage to end of branch discontinued with opening of Pennsylvania Station and mileage now being determined from that terminal. (mileage from Penn Sta. indicated in employee timetables eff. that date with the exception of the Montauk branch which still used L. I. City as its terminal.)	Sept. 8, 1910
Morris Park wooden coaling tower built	1911
Morris Park smoke washer bridge and mechanism installed	1914
Branch terminal engine houses razed by PRR edict (Oyster Bay razed: 8/4/29; Babylon burned 1929; Patchogue removed c. 1928; Amagansett removed 1929.) (<i>Robt. Emery data</i>)	Beginning in 1928
PRR Keystone signs on stations	Starting in late 1929
PRR Keystone signs on towers ("BS" tower got a make-shift keystone sign in 1929 per LIRR valuation photo)	Starting in 1937
Morris Park roundhouse: Fascia above bays removed	1935-36

Morris Park wooden coaling tower razed	Winter/1944-45
Morris Park concrete coaling tower built	Fall/1944
Cone-style roof removed from Morris Park Shops water tower	1944
Morris Park smoke washer mechanism removed from support bridge	Spring/1945
Morris Park smoke washer bridge removed	July/1946
Overhead piping near Morris Park locomotive shop and turntable "garden" tracks in use	Early 1946
Full 2 nd floor added over Jamaica station waiting room and opened for service (<i>per <u>The Long Island Railroader</u></i>)	Sept. 1, 1961
Speonk water tank demolished	July 16, 1973
Speonk yard and wye torn up and removed for replacement yard	1997

PAINT SCHEMES:

Tuscan Red with Dulux gold lettering in "Penn Roman" font (all passenger cars, loco tenders)	Until 1940
Tuscan Red with gold Futura lettering (some MU and steam passenger cars, including MP41 cars)	As early as 1938
Tuscan Red with Dulux gold lettering in "Penn Roman" font spaced further apart (all passenger cars, loco tenders)	Late 1941
Baldwin units delivered in black with gold lettering and numbers in "Penn Roman" font. Pilots painted white at a later date.	Starting 1945-1955

ALCO S1, S2 units delivered in black with gold lettering and numbers in “Penn Roman” font. Pilots painted white at a later date.	Starting 1946–1955
ALCO RS1 units delivered in black with gold lettering and numbers in “Penn Roman” font	Starting 1949-advent of Tichy
Tichy color scheme: Slate gray body, dark green undercarriage, bright aluminum roof Named for designer Lester C. Tichy (1905-1981) Applied to all psgr cars, some DD1 electric locos, an elec. shop switcher and ALCO RS1 units. RS1 units repainted up until 11/1/52. Only locomotives wore the Long Island shadowed map logo. FM C-liners arrived in this scheme in Jan. 1950.	} Beginning 11/1/49 until 11/1/52 (Period of painting: Lasted through 1955)
LIRR holds press run of 5 new air-conditioned P72 cars to Greenport. Tichy scheme abandoned in favor of dark gray body and dark green roof.	05/23/55
Dark gray with orange end doors and dark green roof (<i>per "The Keystone" magazine</i>)	1955-1961
Dark gray with orange nose (diesel locomotives)	1955-1961
“Dashing Dan” logo introduced on annual report	1956
“Dashing Dan” logo added to diesel locomotives, psgr. cars, parlor cars and even the VW Gandy Wagon inspection cars. (<i>per “Long Island Rail-roader,” issue of 2/ 12/59 and VW photographic provenance</i>)	February, 1959
Charcoal gray (Goodfellow gray) (all psgr. cars) Charcoal gray (Goodfellow gray) with orange nose (diesel locomotives) <i>**see “Misc. LIRR Trivia” for more</i>	1962-1964
Experimental schemes for N. Y. World’s Fair service: MP72T #2648 (with orange stripe over the windows), MP72C #2504 (with red stripe) and T72 #2840 (with blue stripe) were painted by the LIRR respectively as an experiment to decide which color to use. Orange won out but the lettering font used was called GROTESQUE (?) and was a slant type-face. These three cars toured MU territory to show commuters	1963-1964

what the colors looked like. They were coupled together for a time. They made for a nice train, usually at the front or rear. All three cars eventually were repainted into what we know as the "World's Fair Paint Scheme" without the World's Fair slogan. *(Mike Boland data)*

Charcoal gray with orange stripe (N.Y. World's Fair colors: passenger cars) (World's Fair motto removed sometime after end of Fair: c. 1965-1966)	1964-1968
Charcoal gray (Goodfellow gray) with orange wave (diesel locomotives)	1964-1968
MTA powder blue and yellow (diesel locomotives)	1968-1976
MTA Platinum Mist (passenger cars)	1968-end of push-pull service
FA1, FA2 control cabs with varying color schemes in service as all gray	beginning in 1971
Blue with white stripe on new GP38-2	early 1976
Blue with white stripe on new MP15ac and SW1001 units	early 1977
Red, white and blue bicentennial colors on GP38-2 units. Later added to remaining C420 units	beginning in 1976 into early 1980s
Blue with yellow nose on GP38-2 units	early 1991

M.O.W. RENUMBERING:

Pennsylvania RR-style 6-digit road numbers of non-revenue equipment renumbered with a "W" preface	Beginning early 1958
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EMPLOYEES:

- Towermen begin working 8-hour days. 3rd shift (trick) added to jobs as a result. October, 1907
- Crossing Watchmen and Trafficmen were both part of the LIRR Police Department. Until 1928 – early 1930s
- “Trafficman” was a promotion from “Crossing Watchman.” When the PRR took over actual operation of the LIRR they both made part of the MOW Dept. A Watchman or Trafficman could bid for a job in the track dept and vice versa. The uniform gradually disappeared starting with this transfer of authority. The job eventually went from prestigious to run-of-the-mill. *(Information per Art Huneke: 11/8/07)*

Long Island Rail Road **Diesel Locomotives and Other Equipment Named in Honor of LIRR** **Employees** **(Researched by Dave Keller)**

(Thanks to Douglas Nash and Bob Meoli for additional data that was not available to me through photographic evidence.)

GP38-2 Units:

- #251 “Bill Jeffries – Operation Desert Storm” (System Road Foreman of Engines)
“Joe Ciminello – 1943-1994” (Engineer)
- #252 “Tony Tancredi” (Engineer)
- #253 "Peter Veltri - Operation Desert Storm" (position?)
- #254 “Eric J. Enck – Operation Desert Storm” (Asst. Conductor)
- #256 “Edward F. Case – 1959 – 1992” (Maintenance of Equipment Foreman)
- #257 "Paul Pumbonyo" - Operation Desert Storm” (Conductor)
- #259 “John A. Cosman” (Engineer)

- #260 "John Henderson - Operation Desert Storm" (position?)
"Nick Feliciano – Engineer of the Year" (1994)
- #261 "Glynn Johnson - Operation Desert Storm" (Engineer)
- #262 "R. B. Giannuzzi" (Engineer)
- #264 "Clyde Hancock" (Engineer)
- #266 "Joe 'Jo Jo' Glorioso – Operation Desert Storm" *** (Engineer)
- #268 "John 'Tanky' Bell, Jr." (Engineer)
- #269 "George B. McSherry" (Engineer and Gen'l Chairman: BLE, local
269)
- #272 "Robert Franke" (Engineer)
- #274 "Carlos Cintron - Operation Desert Storm" (Policeman)
- #275 "Marvin Blaine" (Engineer)
- #276 "Kenneth S. Carman" (Engineer)
"William F. Baker" (Engineer)
- #277 "Walter Schlager, Jr." (President)

*** *"'Jo Jo' comes from his sideline of being a clown and it came in handy when he was in Desert Storm as he entertained the troops and local children." Bob Meoli, LIRR Engineer, retired*

SW1001 Units:

- #102 "Lawrence Vedilago" (Maintenance of Equipment Foreman)
- #103 "Robert B. Dunnet" (Yardmaster)
- #104 "Levi R. Brown" (Maintenance of Equipment Foreman)

ex-FA Power Cab Unit:

- #3100 "R. 'Buff' Stickevers" (position?)

Long Island Rail Road
Diesel Locomotives Named in Honor of Those Who Saved Lives in
the Colin Ferguson Massacre

On December 7, 1993, Colin Ferguson, a disturbed black man who supposedly was in fear of white people boarded a LIRR train and began shooting random passengers as the train pulled into the Merillon Ave. Station west of Mineola, killing 6 and injuring 19. The riders named below helped to overpower him and stop the killing.

FL9AC Units:

#300 “Kevin Blum”
#301 “Mark McEntee”
#302 “Mike O’ Connor”

Long Island Rail Road
Miscellaneous Named Equipment

Caboose #61 “J. J. Shurman - Freight Conductor -1946-1976”

MISCELLANEOUS:

The LIRR opened "Demonstration Farms" under the direction of Harold B. Fullerton and his wife Edith to promote Long Island for farming to prospective land buyers. They were called "Experimental Station #1" and "Experimental Station #2." 1905 & 1907

LIRR Experimental Station #1 opened in Wading River and was named "*Peace and Plenty*." It ceased operations in 1928. 1905

LIRR Experimental Station #2 opened in Medford and was named "*Prosperity Farm*." It ceased operations in 1927. 1907

LIRR keystone logo with “Long Island” spelled in full: Photograph extant of the new ferryboat “Hempstead,” built in 1906, on her shakedown run, sporting keystone logos on her twin stacks. (Logo first appears on LIRR passes in 1914.)

1906

First LIRR employee timetable (ETT No. 42) in bound format resembling PRR-style ETTs. (Previous ETTs had to be folded in half to fit in uniform pockets.)

May 17, 1907

Manual block system goes into effect HX tower (Hicksville) to PT cabin (Eastport), [via the Manorville-Eastport branch] with signal stations at B cabin (Bethpage), SG cabin (Brentwood), KO cabin (Ronkonkoma) and MR cabin (Manorville)
(Art Huneke data)

ETT #82
Eff: 06-28-1916

LIRR keystone logo with “LIRR” intertwined first appears on LIRR advertisements in the travel magazine “The Open Road” and in the outdoor sports and games magazine “Following the Ball”.
(Info and photographic proof courtesy of Art Huneke)

1917

Manual block system goes into effect HX tower (Hicksville) to Greenport with train order and block offices at HX, PK (Central Park), B (Farmingdale), P (Pinelawn station), WK (Wyandanch), DK (Deer Park), SG cabin (Brentwood), CI station (Central Islip), KO cabin (Ronkonkoma), HV (Holtsville), MD (Medford), YA (Yaphank), WC cabin (Camp Upton), MR cabin (Manorville), AH (Calverton), RH (Riverhead), AQ (Aquebogue), R (Jamesport), K (Mattituck), GU (Cutchogue), NC (Peconic), SD (Southold) and GN (Greenport) *(Art Huneke data)*

ETT #87
Eff: 05/28/1918

The *Long Island Rail Road Information Bulletin* employee magazine began

1920. Ended in 1931 due to constraints of the Great Depression. A short, special edition was printed in 1935 con-

	sisting of one article requesting a fare increase.
LIRR keystone logo with "LIRR" intertwined appears on public timetables	May 14, 1924
The Long Island Rail Road Trainmen's Trio is formed	1924
First LIRR employee timetable (ETT No. 108) in <u>official PRR-style</u> (bound format with station listing in front by branch and blank pages in back on which general orders were to be pasted)	May 23, 1928
First use of position light signal in lieu of semaphore signal on Long Island was on eastbound track #2, New York Connecting Railroad track and was located on signal bridge 1,620' east of "H" interlocking station.	Joint General Order: NY, NH & HRR G.O. #3 Long Island RR G.O. #108-5 Pennsylvania RR G.O. #706 (Zone A – N.Y. Division) Eff: 6/25/1928
First use of position light signals in lieu of semaphore signals ON A LIRR branch was at automatic block signal R143 on track 2 east of Hammel (Rock. Beach branch)	G.O. #109-11. Eff: 5/15/1929 in ETT #109, Eff: 10/17/1928
The Long Island Rail Road Trainmen's Trio is disbanded	1931 due to constraints of the Great Depression
Overhead A/C catenary in Penn Station and Sunnyside Yard energized	January, 1932
LIRR keystone logo with "LIRR" intertwined appears on train crew uniform jacket lapels and buttons	1932
The <i>Long Island Railroader</i> employee magazine	Began in 1943 and, after several different formats ended in 1968
Electric flashing crossing lights installed Patchogue to Mastic (<i>photographic provenance</i>)	April, 1946
" <i>Dashing Dan</i> " logo first introduced to the public on The back cover of the LIRR Annual Report (<i>per "Long Island Railroader", Vol. 2, No. 22: 10/24/57</i>)	1956

“ <i>Dashing Dan</i> ” logo begins being applied to locomotives and passenger cars (per “ <i>Long Island Railroader</i> ”, issue of 2/12/59)	February, 1959
“ <i>Dashing Dan</i> ” logo appears on Form LI-1 system Timetables	06/21/1959
Road n' Rail Bus service begins between Huntington and Greenport. (<i>Long Island Railroader article</i>)	02/19 1962
Road n' Rail Bus service begins between Amityville and Montauk. (<i>Newsday article</i>)	06/08/1963
MTA "M" logo appears on timetables	11/25/1968
<i>Metro Lines</i> , the LIRR employee newsletter began	1969 in newspaper format. Ended: ?
LIRR turns over all freight operations to the newly created New York & Atlantic Railway (NY&A) with a 20-year lease. "POND" interlocking tower in Fresh Pond becomes property of the NY&A.	05/11/1997
PRR class B74b horse cars with 3 baggage doors per side were used for transporting horses to and from the LI racetracks.	

WHITE FLAGS FOR EXTRA TRAINS:

The LIRR Book of Rules of 1926 and the PRR Book of Rules of 1925 both have Rule 21:

"EXTRA TRAINS WILL DISPLAY TWO WHITE FLAGS AND, IN ADDITION TWO WHITE LIGHTS BY NIGHT, IN THE PLACES PROVIDED FOR THAT PURPOSE ON THE FRONT OF THE ENGINE."

The PRR Book of Rules has Rule 21a:

"(DOUBLE, THREE OR MORE TRACKS.) ON PORTIONS OF THE RAILROAD SO SPECIFIED ON THE TIME-TABLE, THE DISPLAY OF WHITE FLAGS AND WHITE LIGHTS, AS PRESCRIBED BY RULE 21,

WILL BE OMITTED ON ALL EXTRA TRAINS, EXCEPT PASSENGER EXTRAS."

Added to the LIRR 1926 Book of Rules is a sticker making Rule 21a effective but no date is indicated. The PRR "took over" in 1928 and may have replaced the LIRR book with theirs.

ETT # 3 of June 23, 1935 has Rule 21b:

"DOUBLE, THREE OR MORE TRACKS. ON PORTIONS OF THE RAILROAD SO SPECIFIED ON THE TIMETABLE, THE DISPLAY OF WHITE FLAGS AND WHITE LIGHTS, AS PRESCRIBED BY RULE 21, WILL BE OMITTED. REGULAR TRAINS MUST BE DESIGNATED BY BOTH SCHEDULE AND ENGINE NUMBER."

They were entirely eliminated in September, 1939. *(Data/research courtesy of Art Huneke)*

FERRY SERVICE:

Annex Boats were operated by the PRR from Exchange Place in Jersey City to Downtown Brooklyn. This was one way Long Islanders connected with Pennsylvania RR Trains.

After the opening of Pennsylvania Station in 1910, the ferry service was replaced with two railroad shuttles using MU cars. One operated hourly by the PRR from Exchange Place to Penn Station, and the other operated by the LIRR from Penn Station to Brooklyn via the Glendale Cut-off and Woodhaven Junction. The fare was 30 cents.

The LIRR portion was the first line from Penn Station to be discontinued on August 31, 1911.

REMITTANCES:

Remittance in cash was sent via express messenger. Years back it was most likely the Long Island Express Company. The cash would be placed in a heavy envelope, sealed, and large needle with heavy thread/twine shoved through the cash remittance to keep anyone along the way from sneaking one or two bills out of the batch without cutting the string, and sealing wax melted over the ends of the string and the envelope seal and embossed with the metal wax sealer of the specific station.

This procedure was explained by George G. Ayling, Agent/operator at CI who, back in 1909, started his LIRR career as an express messenger at Brentwood.

EXPRESS SERVICES:

Table of Express Services that Operated on the Long Island Rail Road (Researched and compiled by Bruce Mosher)

See next page.

Table IV. Express Service Chronology on the Long Island Railroad

Approximate Time Period	Published Business Name or Other Identification	Proprietor/Principal Responsibility
1834-37	No information found	-----
1837-48	"goods/articles" & "light freight & packages" via LIRR Freight shipments	LIRR Freight Department Agents
1848-53	S. S. Norton's Express (a.k.a. S. S. Norton & Co., a.k.a. Norton's Express)	Sidney S. Norton
1849-50	G. W. Prescott*	G. W. Prescott*
1851	Lucas' Express	John A. Lucas*
1853-54	Smith & Corwin's Long Island Express	George W. Smith & Hubbard Corwin
1854-59	Corwin & Griffin's Express (a.k.a. Corwin, Griffin & Co.)	Hubbard Corwin & Henry L. Griffin
1857-70	Corwin & Munsell's Long Island Railroad Express (a.k.a. Corwin & Munsell's Long Island Express)	George W. Corwin & Oliver J. Munsell
1870-76	Corwin's Long Island Railroad Express (a.k.a. Corwin & Co.'s Long Island Railroad Express)	George W. Corwin
1876-82	Westcott's Long Island Express	John M. Fraser (Superintendent)
1882	Dodd's Express**	New York Transfer Co.
1881-82	The Long Island Railroad Company's Express	Long Island Railroad Co.
1883-1913	(The) Long Island Express (a.k.a. The Long Island Express Company)	Long Island Railroad Co.
1913-18	Adams Express Company	L. I. Division, N. Y. Department
1918-29	American Railway Express Company	<ul style="list-style-type: none"> • U. S. Railway Administration until Sept. 1920 (G. C. Taylor-AREC President) • Adams Express plus American Express (1920-29)
1929-60	Railway Express Agency	Railway Express Agency, Inc.
1960-75	REA Express	REA Express, Inc.

* It is uncertain whether this person's organization provided any express service over the LIRR.

** Service in New York City and Brooklyn only.

GENERAL DATA:

GENERAL ORDER #60, EFFECTIVE 5/24/09:

BETHPAGE BRANCH (*Bethpage Jct. to Bethpage Brick Works*) WILL BE CONSIDERED A SIDING.

GENERAL ORDER: EFFECTIVE 1921:

BETHPAGE AND CREEDMOOR BRANCHES AND CENTRAL EXTENSION "HC" TO BETHPAGE JCT. WILL BE CONSIDERED SIDINGS.

GENERAL ORDER #111-25C, EFFECTIVE 1/8/30:

MONTAUK BRANCH: END OF DOUBLE TRACK, LOCATED 4,135' EAST OF SAYVILLE STATION, RELOCATED 3,000' WEST OF FORMER LOCATION (ACCOUNT MONTAUK HWY. [ROUTE 27] GRADE CROSSING ELIMINATION PROJECT.)

GENERAL ORDER #111-5B/49C, EFFECTIVE 5/14/30:

MANHATTAN BEACH BRANCH: MAIN TRACK FROM EMMONS LANE TO AVENUE Z, OUT OF SERVICE

GENERAL ORDER #113-19C, EFFECTIVE 2/16/31:

WEST LEG OF WYE, EASTPORT, OUT OF SERVICE.

GENERAL ORDER #113-30C, EFFECTIVE 4/14/31:

MAIN LINE: LETTER "G" REMOVED FROM ALL AUTOMATIC BLOCK SIGNALS.

GENERAL ORDER #115-18C, EFFECTIVE 2/19/32:

FLUSHING-BRIDGE STREET, COLLEGE POINT, MALBA, WHITESTONE AND WHITESTONE LANDING STATIONS AND STATION FACILITIES, OUT OF SERVICE.

GENERAL ORDER #117-6C, EFFECTIVE 1/21/33:

STEAM LOCOMOTIVES ARE RESTRICTED FROM USING WYE AT WADING RIVER.

GENERAL ORDER #401BC, EFFECTIVE 9/15/35:

BRANCH BETWEEN WEST HEMPSTEAD STATION AND "MT" (MINEOLA) REDESIGNATED SIDING.

GENERAL ORDER #1006C, EFFECTIVE 3/29/39:

SINGLE TRACK FROM A POINT 1,550' EAST OF EAST LEG OF WYE, PORT JEFFERSON STATION TO WADING RIVER STATION OUT OF SERVICE.

(Last revenue train was on 10/9/38. DK)

GENERAL ORDER #1002B/1013C, EFFECTIVE 5/3/39:

SAG HARBOR BRANCH OUT OF SERVICE: 5/3/39

ETT #22, EFFECTIVE 6/21/53:

“NORTH SIDE BRANCH” BECOMES “PORT WASHINGTON BRANCH”

GENERAL ORDER #216, EFFECTIVE 10/3/55:

ROCKAWAY BEACH BRANCH OUT OF SERVICE SOUTH OF OZONE PARK AND WEST (GEOGRAPHICALLY) OF FAR ROCKAWAY.

GENERAL ORDER #1-21, EFFECTIVE 12/27/66:

LEAD TRACK FROM EAST END OF JERICHO TURNPIKE OVERGRADE BRIDGE TO CREEDMOOR STATE HOSPITAL, OUT OF SERVICE.

GENERAL ORDER #644, EFFECTIVE 01/11/72:

DISTANT SWITCH INDICATOR FOR EASTWARD MOVEMENTS LOCATED 1,530' EAST OF DEER PARK STATION OUT OF SERVICE. (THE DSI PROTECTED THE SWITCH AND TRACK INTO EDGEWOOD STATE HOSPITAL AND THE SWITCH WAS REMOVED AT THE SAME TIME.)

GENERAL ORDER #119, EFFECTIVE 10/1/73:

HAND-OPERATED ELECTRIC LOCKED SWITCH IN NO. 1 TRACK LOCATED 1,800 FEET EAST OF FLORAL PARK LEADING TO CREEDMOOR LEAD TRACK REMOVED FROM SERVICE.

GENERAL ORDER # ? , EFFECTIVE ? :

SWITCH #22 AND TRACK OF FORMER MINEOLA-GARDEN CITY SPUR ON MAIN LINE AT WEST SIDE OF "NASSAU" TOWER, MINEOLA, REMOVED FROM SERVICE BY 10/73.

GENERAL ORDER #GN1-48, EFFECTIVE 2/15/83:

TURNTABLE TRACK AT OYSTER BAY OUT OF SERVICE.

MISCELLANEOUS LIRR TRIVIA AND DATA:

Veteran LIRR engineer Ben Baptist started out as a fireman with the New York Central Railroad and was the fireman of record aboard the famous NYC 4-4-0 locomotive #999 pulling the “Empire State Express” between New York and Chicago’s Columbian Exposition in 1893, which, at one point in the trip exceeded a speed of 100 miles-per-hour. #999 was later placed on display at the 1939-40 New York World’s Fair in Flushing Meadows. Ben Baptist lived into his 90s.

After the Jamaica Bay trestle fire of May 7-8, 1950, all trains to Rockaway Park via Valley Stream and Far Rockaway were considered as operating along the Far Rockaway branch. *(per Art Huneke)*

Thomas Goodfellow was named General Manager of the LIRR in 1954 and became president of the LIRR from January 1, 1956 until May 28, 1967 *(per Art Huneke and Dave Morrison)*

**Fairbanks-Morse C-liner #2404 had yellow lettering in the early 1960s. It was the only LIRR diesel so lettered. When I was going to HS in the early 60's, I frequently saw this engine passing by "WIN." It was kind of unique. *(Dick Makse)*

M1 electric MU cars had red markers lit alongside the headlights of the lead car. This was to alert people that it would be making a Jamaica stop and not a Penn Station express. The markers also indicated the train would be short cars from its normal consist. ANY LIRR train coming into Jamaica w/b that normally had, for example, 10 cars, only had 8 cars that day, so commuters seeing the markers on the train arriving (at a distance, say, before HALL Tower), could readjust their platform position and get a better seat or to not delay the train further by having to walk "up" from the east end of the platform. Believe it or not, that came from commuters who complained that the LIRR should let them know when a train was going to be short cars before actually arriving at Jamaica and then their having to run up to board and lose a potentially good seat to boot. *(Robert Myers data)*

A round sign displaying the letter "B" was hung near the motorman's window of an MU car to denote a train bound for Brooklyn (Flatbush Avenue) that would NOT be making a stop at Jamaica. A similar sign displaying "NY" meant the train was bound for Penn Station and would NOT be making a stop at Jamaica. *(per Mark Smith, LIRR engineer, retired.)*

Until 1910, it was possible to take a through passenger train from Oyster Bay to Far Rockaway through the west leg of the wye at Mineola and on to Valley Stream. *(Art Huneke data)* The west leg of the wye and connection to the Oyster Bay branch at Mineola remained in place until removed in 1926 during the extension of electrification from Floral Park to Mineola. *(Dave Keller data)*

SECONDARY TRACK---A designated track upon which trains and engines may be operated without timetable authority, train orders or block signals, subject to prescribed signals and rules and special instructions. (from *Rules of the Operating Department 1982 Definitions, courtesy of J. J. Earl*)

RENAMING OF SECONDARY TRACKS:

While the Central Extension appears in the station pages (of employee timetables), from at least 1936 on, the “branch” was classified as a siding, meaning restricted speed. Since the shuttles had no timetable authority (you need to have main track for that), I have to assume that the freights working cleared the “main” when the shuttle was operating. Note that the Central Extension was largely double track so there were many crossovers and turnouts.

In 1946, (probably also in 45, timetable for which I am missing), the Central Extension was gone from the station pages and the only reference was to a siding in SI 2207 which stipulated that the track extended from Garden to Meadowbrook Hospital. In 1947, in a couple of places in the Special Instructions, was referred to as the Meadowbrook Hospital Siding. (*Richard F. Makse*)

G.O. #1208 eff. 08/25/47 (ETT #12) changes the name of the Meadowbrook Hospital Siding to the Central Extension and states it will be operated as a secondary track between east of GARDEN to west of Mitchel Field. (*Art Huneke data*)

In the special instructions for Timetable #14 (June 13, 1948) and under *Secondary Tracks of No Assigned Direction*, Garden to Mitchel Field is called *Central Extension*. (*Jeffrey Erlitz*)

ETT #15, eff. 09/12/48 shows Garden-Mitchel Field Secondary Track. (*Art Huneke data*)

Other than temporary block stations during the Vanderbilt Cup races, I don't believe the line ever had any signaling. Both Clinton Road and Salisbury Plains did have ticket offices for a short period of time but likely there were no signals since the shuttles were run by the same crew. (*Richard F. Makse*)

PRESIDENTS AND TRUSTEES OF THE LONG ISLAND RAIL ROAD TO 2023:

- [Knowles Taylor](#): 1835-1837
- [Valentine Hicks](#): 1837-1838
- [Waldron B. Post](#): 1838-1839
- [George B. Fisk](#): 1839-1847
- [James H. Weeks](#): 1847-1850
- [Isaac E. Haviland](#): 1850-1851
- [Moses Maynard, Jr.](#): 1851-1852
- [Isaac E. Haviland](#): 1852-1853
- [William E. Morris](#): 1853-1862
- [Coffin Colket](#): 1862-1863
- [Oliver Charlick](#): 1863-1875
- [Henry Havemeyer](#): 1875-1876
- [Conrad Poppenhusen](#): 1876
- [David N. Ropes](#): 1876-1877
- [Adolph Poppenhusen](#): 1877
- [Thomas R. Sharp](#): 1877-1881
- [Austin Corbin](#): 1881-1896
- [William H. Baldwin](#): 1896-1905
- [William F. Potter](#): 1905
- [Ralph Peters](#): 1905-1923
- [Samuel Rea](#): (PRR & LIRR) 1923-1925
- [Wm. Wallace Atterbury](#) (PRR & LIRR) 1925-1935
- [Martin W. Clement](#) (PRR & LIRR) 1935-1948
- [Walter S. Franklin](#) (PRR) 1948-1954 (Note 1)
- [David E. Smucker](#) and [H.L. Delatour](#): 1949-1950 (Note 1)

- [William H. Draper](#): 1950-1951
- [William Wyer](#): 1951-1954
- [Walter S. Franklin](#): (PRR) 1954-1955
- [Thomas M. Goodfellow](#): 1955-1967
- [Frank Aikman, Jr.](#): 1967-1969
- [Walter L. Schlager, Jr.](#): 1969-1976
- [Robert K. Pattison](#): 1976-1978
- [Francis S. Gabreski](#): 1978-1981
- [Daniel T. Scannell](#): 1981
- [Robin H.H. Wilson](#): 1981-1985
- [Bruce C. McIver](#): 1985-1989
- [Charles W. Hoppe](#): 1990-1994
- [Thomas F. Prendergast](#): 1994-2000
- [Kenneth J. Bauer](#): 2000-2003
- [James J. Dermody](#): 2003-2006
- [Raymond P. Kenny](#) (acting): 2006-2007
- [Helena Williams](#): 2007-2014
- [Patrick Nowakowski](#): 2014-04/2018
- [Phillip Eng](#): 04/2018-02/26/2022
- [Catherine Rinaldi](#) (interim): 03/01/2022
- [Robert F. Free](#): (acting): 10/2023 named pres.: 04/12/2024

Note 1: The LIRR was operated by the [Pennsylvania Railroad](#) from 1928 to 1949 when it went bankrupt. The people from Smucker and Delatour through Wyer were [trustees](#) rather than presidents, as the LIRR was in [Chapter 77 bankruptcy](#). During this time period (1949 to 1954), Walter S. Franklin was PRR president.

L.I.R.R. Superintendents of Transportation
Whose Proxy Initials Were Used on Train Orders

1880 -	FSG	F. S. GANNON
	JLM	J. L. MORROW
1881 -	IDB	I. D. BARTON
1896 - 1897	WLJ	WILLIAM L. JARVIS
1898 - 1899	LPP	L. P. PAIRO
1900 - 5/1903	?	?
5/1903 - ?	CLA	C. L. ADDISON
6/1906 - 10/1911	FH	FRANK HARTENSTIEN
10/1911 - 1916	? JBA	J. B. AUSTIN, JR.
1917 - 1921	CDB	C. D. BAKER
1922 - 23	WEC	W. E. CANNING
1924 - 25	?	W. E. CANNING or E. B. KESSLER or ?
1926 - 28	EBK	E. B. KESSLER
1928 - 31	FRG	FELIX R. GERARD
1932 - 33	JFH	J. F. HENRY
1934 - 9/35	EEE	E. E. ERNEST
9/35 - 12/35	JCW	J. C. WHITE
12/35 - 9/39	HTF	H. T. FRUSHOUR
9/39 - 1941	CEA	C. E. ADAMS
1941 - 48	ELH	EUGENE L. HOFFMAN
1949 - 52	HBS	H. B. STETSON
1953 - 55	PSM	PALMER S. MOCK
1956 - 59	RDS	RUSSELL D. SPORE
1960	BGB	BERNARD G. BOWER
1961 - 5/66	RDS	RUSSELL D. SPORE
5/1966 - 70	BGB	BERNARD G. BOWER
1/71 - 5/71	JCV	JOSEPH C. VALDER
6/71	BGB	BERNARD G. BOWER
7/71 - 5/78	JCV	JOSEPH C. VALDER
5/78 - 5/81	LWD	LAWRENCE W. DIXON
5/81 - 1984	CWP	CHARLES W. POWERS (as Chief Transportation Officer)
1985 - 1987	REC	ROBERT E. CARBAUGH (as Chief Transportation Officer)
1987 - 6/94	JJD	JAMES J. DERMODY
6/94 - ?	RAM	ROBERT A. McDERMOTT (as Supt.-Train Movement). His initials used on train orders for a period of time in 1994.)
6/94 - 5/2000	RPK	RAYMOND P. KENNY
5/00 - 6/01	RPK/WTJ	RAYMOND P. KENNY / WM. T. JEFFRIES

6/01 – 11/02	WTJ	WILLIAM T. JEFFRIES
11/02 – 5/04	NH	NAT HAMM
5/04 – 2008	JEA	JOSEPH E. ANTONUCCI
2008	GRF	GEORGE R. FARRELL
2008-2009	JRB	JAMES R. BROOKS
2009-2013	RFF	ROBERT F. FREE
2013-2020	SP	SPIRO PAPANIKOLATOS (as General Supt.- Transportation)
2020-CURRENT	VSC	VINCENT S. CAMPASANO (as General Supt.- Transportation)

This from a LIRR employee (11/2020)

In the MTAs quest to add management (appointed, non represented) positions, the job of Superintendent - Transportation was superseded by General Supt - Transportation, and four new Superintendent - Transportation positions were created.

After several years, the position was changed to Chief Transportation Officer, and two additional General Superintendent positions added.

Later, a position of Vice President - Operations was added, to be later supplemented by a Senior Vice President - Operations.

Train Orders were traditionally signed by the Superintendent, Superintendent-Transportation, General Superintendent, and then (for a short time) Chief Transportation Officer as years passed and management expanded under government operation and taxpayer financing.

Traditionally, the man signing train orders was qualified on the Rules of the Operating Departments and Physical Characteristics. There was a departure from this requirement with political appointee Robert Carbaugh and several others who never earned these qualifications.

This of course drew criticism both within the Railroad and the industry, and caused a great loss of morale in the qualified ranks of likely successors. The oversight was remedied and generally, since that time, the signatory of train orders is at least technically qualified on the Rules. The initials of the current GST (General Superintendent- Transportation) is signed at the bottom of each Form L (Train Order).