



SEMAPHORE



April 2025

**Due to Religious Observances our April meeting will occur on
April 11, 2025**

The second Friday of the month instead of the third.

Our location will not change, we ask that all of you who are on Long Island to join us in person.

8:00 PM on April 11, 2025

The Van Bourgondien House

600 Albin Avenue, West Babylon, New York, 11704

After a short administrative meeting we will sit back and relax to watch movies of Long Island Rail Road steam that were shot by our fifth president, Ben Young and his brother Malcolm courtesy of the Railroad Museum of Long Island

Persons entering either the physical meeting room or the electronic meeting agree to not record any or all part of the presentation without the express written permission of the Long Island Sunrise Chapter NRHS, the host/producer and the presenter. Violations of this agreement could result in criminal and/or civil penalties. Thank you for your cooperation. Want to get in contact with a presenter? We will be happy to facilitate that.

Celebrating 59 years of service to the Long Island rail enthusiast community!

In April 1966 the National Railway Historical Society granted a group of rail enthusiasts who were then meeting in the Smithtown Public Library a charter as the Long Island Sunrise Trail Chapter. IN the ensuing election, Ron Ziel was elected the first president and George Foster the first National Director. In those days, the National Director was the presiding officer of our Chapter.

The Port Jervis Turntable. We are considering setting up a group visit to the Port Jervis Turntable museum on a Saturday in late May or during June. If you are interested, please send our trip Chairman Robert Gordon an email at gorailroading2018@aol.com if you are interested in joining us.

**For Regular updates and other important information,
visit the LIST Chapter website at:**

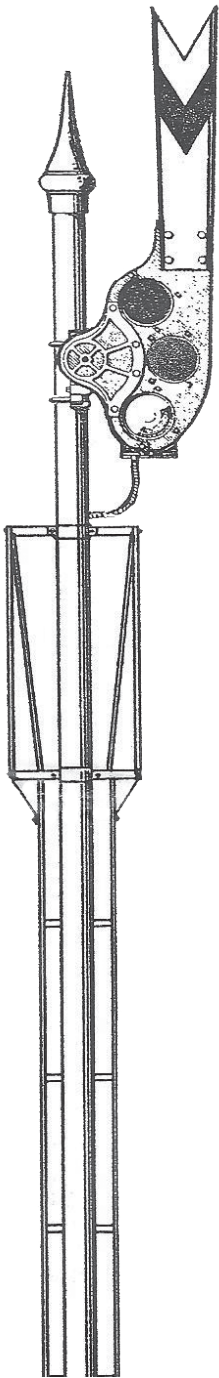
LIST-NRHS.org

Our Chapter's mailing address is:

LIST-NRHS

PO Box 507

Babylon NY 11702-0507



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of the
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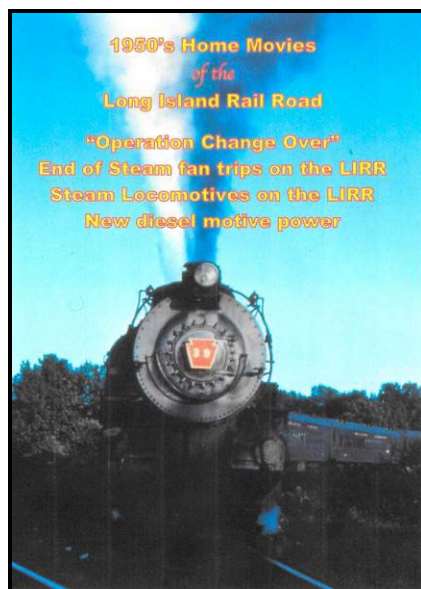


REMEMBER, WE ARE MEETING ON THE SECOND FRIDAY THIS MONTH!

LOG IN INFORMATION FOR THE APRIL MEMBERSHIP MEETING

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8:00 PM on April 11, 2025
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704



April 11, 2025 at 8:00 PM eastern, **7:00 PM** central: The April Membership Meeting of the Long Island Sunrise Trail Chapter NRHS. After a short administrative meeting we will sit back and relax to watch movies of Long Island Rail Road steam that were shot by our fifth president, Ben Young and his brother Malcolm courtesy of the Railroad Museum of Long Island.

To attend this event, please click on this link to enter the Zoom® meeting room:

<https://us02web.zoom.us/j/83481061976?pwd=wraftG3TJt1axfRMQemmUCL3dulILZ.1>

Meeting ID: 834 8106 1976 Passcode: 859822

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Do note that your normal internet or cell phone charges may apply.

Do you know someone who is willing to present a clinic as a part of this series? Perhaps you are willing to present? If so, send an E-Mail to the Long Island Sunrise Trail Chapter president at EdwardMKoehler@nyc.rr.com with the contact information of that individual or a description of your presentation. We are always in need of content.

If you have any questions, please email your Chapter President Edward Koehler at EdwardMKoehler@NYC.RR.COM but remember Email service ends at 3:00 PM on the meeting date.

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Long Island Rail Road Happenings

Compiled from Sources

The LIRR announced a timetable change effective on March 17, 2025 for the Oyster Bay Branch. The primary changes are to add an additional evening round trip to and from Penn Station will be added to the timetable and the timing of a late evening train will be adjusted to allow for a convenient trip home after a visit to a Broadway show for Oyster Bay customers according to Bob Free, Long Island Rail Road President.

An independent organization, the Grand Penn Community Alliance, has issued a proposal for the redevelopment of Penn Station. It would first have Madison Square Garden relocated east across Seventh Avenue to a site that was formerly occupied by the (now demolished) Pennsylvania Hotel (additional properties in that block would have to be added to allow sufficient room for the arena. The site of the present Penn Station would be totally redeveloped with a ground level structure based on the original design of the long gone Penn Station. The current below grade Penn Station would be demolished and its space would be added to the platform area allowing for a more open area at the track level. Other than calling for a public-private partnership, at no point did the Grand Penn Community Alliance identify funding sources for their proposal which they estimated at seven billion dollars and would take eleven years to complete. Nor did the Alliance involve any of the stakeholders in Penn Station (the State and City of New York, the National Railroad Passenger Corporation [Amtrak], the Metropolitan Transportation Authority/Long Island Rail Road, New Jersey Transit, Madison Square Garden, nor the current owners of the Penn Plaza buildings [Vornado Two Penn Property LLC]).

On Wednesday, March 12, 2025 Long Island Rail Road President Bob Free was present at the Mastic-Shirley station to mark the completion of renovations at that location. The work included new LED station lighting, improvements for ADA access, new passenger information boards, and a large ground level pavilion to serve as both a waiting area and to shelter ticket vending machines. The work began in December 2023 and cost approximately \$7.5 million.

Amtrak's Chief Executive Officer, Stephen Gardner stepped down from his position as of Wednesday, March 19, 2025.

One of the earliest silent movies from the Edison Videograph studios was THE GREAT TRAIN ROBBERY. The movie was shot on the Boonton line of the Delaware, Lackawanna and Western. One would think that train robberies were a thing of the past but that is not so! Both the Union Pacific and the Burlington Northern Santa Fe are reporting a number of robberies from trains in transit east from the Port of Long Beach. The target is no longer the contents of the railway post office car but those containers carrying sneakers enroute to retailers in the east.

The New York City Transit Museum gallery in Grand Central Terminal opened a new exhibition on March 25, 2026, with a well attended reception. This exhibition features those wonderful cartoons from the New Yorker magazine, all of which have a mass transit theme (although the New Haven shows up in one panel!). The exhibit will be up until October 2025 and is well worth the hour or so it would take to view it.

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We are always looking for articles for the Semaphore, just let me know and I am sure that we will be able to print it [sooner or later]. My email address is edwardmkoehler@nyc.rr.com and my telephone # is 917-603-4276. Please do not mail me hard copies of your articles. Please email your articles as we have to retype mailed copies.

IF YOU WISH TO HAVE THE SEMAPHORE EMAILED TO YOU, PLEASE SEND ME YOUR EMAIL ADDRESS AND I WILL EMAIL IT TO YOU MONTHLY.

ALSO, IF YOU MOVE, PLEASE SEND ME YOUR NEW ADDRESS!

Chapter Doings

The Chapter thanks Dr. Albert Churella of Kennesaw University in Georgia who joined us via Zoom® at our March membership meeting. He presented a very scholarly discussion on the **TRANSITION FROM STEAM TO DIESEL ON THE PENNSYLVANIA RAILROAD MANAGEMENT**. This was not the usual presentation of locomotive images one would normally associate with this title but a rather frank look at the actions of various members of the Pennsylvania Railroad upper management. Bravo, Professor!

We have just learned that Sebastian Sidoti, a Chapter member who resided in California passed away last June (2024). May he rest in peace, may his family and friends find peace in the future.

The Chapter thanks Gene Collura and John Grocki for their participation in the sales of our 2025 Calendars. Between them we are talking about 25% of the entire print order! Way to go guys.

It is April and time for our local museums to begin welcoming you during the 2025 season.

Railroad Museum of Long Island – Riverhead will be open on Saturdays only from April 5, 2025, hours from 10:00 AM to 4:00 PM. Sunday openings will start later in the year.

Railroad Museum of Long Island – Greenport will be open on Saturdays and Sundays starting on May 24, 2025, hours from 10:30 AM to 4:30 PM.

Oyster Bay Railroad Museum – Will have their Grand Reopening Weekend on April 24 and 25, 2025. Hours are 12:00 PM to 4:00 PM.

Greenport Express (miniature railroad) – Opens with the start of summer. They will be operating on Fridays, Saturdays, and Sundays from 11:00 AM to 3:00 PM through Labor Day.

Lindenhurst Station Museum – The 1901 Restored Railroad Depot and Freight is open from June to September on Wednesdays, Fridays and Saturdays from 2:00 PM to 4:00 PM.

Wantagh Preservation Society – The relocated former Wantagh Railroad station is open on Sundays, 12:00 PM to 2 PM from mid-April to mid-November.

New York City Transit Museum (Brooklyn) – Is open year round, Wednesday to Sunday, 10:00 AM to 4:00 PM.

Please make some time this year to visit any or all of the above and support local railroad and transit history. More information can be found on the individual websites of each of these organizations.

It has been seventy years this October since the Long Island Rail Road ceased using steam power. Few of us have visual memories of the C51s, G5s, G53sd, H6s and H10s locomotive that once powered the Sunrise Trail. There was a time when steam ruled everything, from the railroads, to the factories, construction of buildings and roads, and even the farm! With Passenger Train Control ("PTC") making it harder to see mainline steam locomotives in all their glory perhaps it is time to downsize your point of interest for a moment or two. May we recommend two locations and dates where steam tractors, steam road rollers, and steam traction engines are celebrated?

Rough and Tumble Engineers Historical Association, Kinzers, Pennsylvania. Located a few miles west of the Strasburg Railroad, the Rough and Tumble Engineers host an Annual Threshermen's Reunion. This year is the 77th edition of this event and it will be held on August 13 to 16, 2025. The highlight of each day is the 'Parade of Power' every afternoon featuring antique steam tractors and steam powered road rollers, followed by antique internal combustion tractors. Plus, there are several buildings housing a variety of steam operated machinery to tour.

Midwest Old Threshers, Mount Pleasant, Iowa. Located in the rural southeast Iowa area, this is believed to be the largest steam traction show in the Midwest, perhaps the country. They are celebrating their 75th anniversary this year. The dates of this event are August 28 to September 1, 2025 (always ending on Labor Day). But get there a day early, the Harvest Parade featuring steam tractors, antique automobiles, and horse drawn vehicles marches down the main street of Mount Pleasant (U.S. Route 34 Commercial) on the afternoon of Wednesday, August 27, 2025. During the reunion a series of four parades are held every day in front of the grandstands, one of steam tractors, one of horse drawn vehicles, one with antique automobiles and trucks, and of course one of antique farm tractors. Plus, there is a narrow gauge loop railroad and a trolley line to ride on.

If you are a fan of steam equipment, each of these locations should be on your 'must visit' list for at least one visit. Think of it as 'steam locomotives sans tracks'. Do check each organization's websites for more information.

The Westbury Historical Society is hosting Dave Morrison who will be speaking on "**I'm Roxie the LIRR Dog - Whose Dog are You?**" on Sunday, April 27, 2025 at 2:30 PM at the Westbury Library, 445 Jefferson Street. Westbury. Admission is free and so is the parking; everyone is welcome to attend.

It is reported that Omnitrax has requested that Bob Losse's collection of railroad equipment be removed from their property in South Jersey (Winchester & Western Railroad in the Bridgeton area). This collection includes former Long Island Rail Road power cars 601, 611, and 614. We understand that none of the equipment in this collection is currently in interchange condition so any movement would have to be by truck.

THE LONG ISLAND RAIL ROAD MODELER by Mike Boland

THIS MONTH'S FEATURE: ADDING TO MY FREIGHT CAR FLEET

I've attended several train shows since 2025 began and I've managed to add to my freight car fleet. In addition to the show, I've also made a number of purchases at my local hobby store, Gulf Coast Model Train Shop in nearby Sarasota—I live for the winter months in Venice, Florida—as well as some purchases I've made online at some other hobby shops that I regularly deal with. I've been stocking up on freight cars—particularly boxcars—so here is an update on what's new on my roster.

First, I have fifty-foot Railbox boxcars 20459, 20428 and 20473. These cars were a three-car set of 50-foot exterior post welded steel boxcars from Accurail. These cars wear the later Railbox paint scheme of smaller lettering and logo with a paler yellow than the original bright Railbox yellow, also the same as used on TrailerTrain cars. The cars also have a painted yellow roof. They wear black doors and two different sets of door are included in each kit. I used the Youngstown door rather than the plug door and replaced the supplied couplers with Kadee #148 magnetic couplers.

I like Accurail kits since they are the new version of Athearn's old "Shake the (Blue) Box" kits. They're fun to build and go together quickly. I already have a number of these kits. And they're inexpensive.

Oddly enough, I attended a Railbox Boxcar clinic at the recent Cocoa Beach RPM Meet and was given a handout that indicated the Accurail cars modeled should have different ends and roof. I'm not sure about this inconsistency but the cars look nice and I hope to weather them to give them a really battered and used appearance. I plan to use Pan Pastels and paint washes to make these cars more realistic-looking. Whether it's galvanized and rusted gray or dirty yellow roof, I'll be heavily weathering these cars.

I also purchased an Accurail boxcar, 5202 Baltimore & Ohio AAR 50-foot steel double-door boxcar. This car is a real beauty; it's in Boxcar Red with large white B&O lettering at one end of the car and its familiar, popular Capitol Dome herald at the other end. The car has a traditional roofwalk and rides on Bettendorf trucks. I simply replaced the couplers here with Kadee #148's and will give it a really thorough job of weathering since this baby has been around for some time. It's an old car and even has the COTS black and white stencils on its sides.

I got a couple of old 50-foot Robin's Rails PS1 double-door boxcars. These were both decorated for the Cotton Belt-St. Louis Southwestern. These kits are neither easy nor difficult to assemble and I had to replace some of the bulkier details such as ladders, roofwalks and brake gear since they are older kits and the detail is thicker and not as fine as the more recent offerings. I like the Kadee running boards representing various manufacturers. In fact, I just might keep the running board for the roof off the body to give it a post-1966 look. Also, some of the plastic doors are warped and will have to be replaced.

I got four 40-foot boxcar kits, three from Front Range and one from Intermountain Railway Company. The three Front Range kits are Erie 92047, Missouri Pacific 128765 with an eight-foot door and ATSF 142873 "The Super Chief of California."

THE LONG ISLAND RAIL ROAD MODELER ...continued

The Intermountain car is a Boston & Maine McGinnis paint scheme in bold black and blue and numbered 76054. This, too, is an eight-foot door opening and I may keep the roofwalk off for another post-1966 look. Here also some the details I will have to replace due to how thick and oversized they are but this is not a problem. There are really good details available these days and at good prices. Purchasing these cars at decent prices made all of them worthwhile.

I hope to heavily weather all four cars here and the blue and black B&M will be an interesting challenge because of its unusual colors.

Some assembled cars that I bought were from Walthers; four were one of my favorites, the 57-foot Pac Car (Pacific Car & Foundry) mechanical refrigerator car. I now have UPFE 461146, Pacific Fruit Express (two cars) PE 456995 and 456902 and Burlington Northern 9379. I don't know what it is about these cars but I love 'em!

The reefers will definitely need some weathering, and also their gratings or vents need to be blackened.

I also purchased from Walthers a 50-foot PS2 2893 covered hopper lettered Conrail 883578. The covered hopper will also be an interesting project to model since these cars—many of them painted gray—carry bulk loading that is light-colored and powdery such as cement so this will be quite an interesting challenge. So, more about this later. It's very possible I will be using powders here. Stay tuned!

As always, all cars have their underbodies, trucks, wheels and couplers painted Railroad Tie Brown, a paint I recently purchased from MicroMark. It's great and I pour it right from the bottle into my airbrush paint cup since it does not have to be thinned. I'm very pleased with the results although I do miss Scalecoat.

And speaking about Scalecoat, my favorite paint now that Floquil and Pollyscales are no longer around, I'm hearing that the anticipated rebirth of Scalecoat paints and their many colors is not going to happen. This is truly bad news.

Yes, I can survive with Trucolor, AMMO MG, Vallejo and Tamiya paints.

Until next time, happy modeling!

LIST Publications ORDER FORM*The following price list is for LIST members only!*

# _____	LIRR 2025 calendar (in short supply)	@\$8 each Total _____
# _____	175 th AND 185 th LIRR Anniversary Journals	@\$7 for BOTH Total _____
# _____	The LIRR drawings of Vincent Quatroche	@\$10 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by Fagerberg & Koehler *	@\$27 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison *	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 Revisited by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Main Line East by D. Morrison *	@\$18 each Total _____
# _____	LIRR Montauk Branch by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Morris Park Shops by D. Morrison *	@\$18 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 1 *	@\$48 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 2 *	@\$48 each Total _____
# _____	LIRR Oyster Bay Branch by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Washington Branch D. Morrison *	@\$18 each Total _____
# _____	LIRR Stations by Dave Morrison *	@\$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge by Morrison *	@\$18 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 2 *	@\$48 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 4 *	@\$48 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 5 *	@\$48 each Total _____

* Less than five in stock

No longer available: LIRR Tracksides with Matt Herson; The Long Island Rail Road, in Color Vol. 1; The Long Island Rail Road in Color Vol. 3; The LIRR, In Color Motive Power 1952-2015

Shipping for 1 or 2 Calendars is \$4.00. Shipping for 1 book is \$5. Shipping for both Bob Sturm's books is \$15. Shipping for other extra books, please email Chapter Secretary Christine Quigley at CSQuigley@optonline.net for the shipping costs. NY State Residents, add 8.75% sales tax to the total of the merchandise AND the shipping.

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit IRC 501 (c)(3) educational organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507.

THE MODERNIZATION OF THE LONG ISLAND by Edward M. Koehler Jr.

The Setting

The Long Island Rail Road of the early fifties was a vastly different railroad than the operation we know of today. The problems facing the Long Island Rail Road at that time could be summed up in a few terms; Richmond Hill, Rockville Center, Huntington, and a bankruptcy filing of March 2, 1949.

William Wyer was trustee of the line from 1951 until 1954, The Long Island was a railroad, that except for the 'double-decker' type cars, had not received a new passenger car since the MP54A's of 1930. The finances of the line precluded the mass purchase of equipment needed; indeed, the best Mister Wyer could do was purchase twenty 'budget model' cars from Pullman-Standard. These cars, nicknamed "Cadillacs" lacked air conditioning, engineer's control equipment, and had fixed seating, all to help lower the cost of these units. These cars, 3500-3519, when they arrived on Long Island were painted a solid gray color with a small Long Island above the windows. Below the windows was the car number, done in red on a white rectangular background. Surrounding the windows was a lighter gray band that had circular ends short of the door.

A new management scheme referred to as the 'Long Island Transit Authority' utilizing the heads of the various LIRR departments began to advise the receiver. The State of New York also stepped in to provide financial assistance in various ways. The final push to end steam power and modernize the Long Island Rail Road was underway. Tax relief and loans from the state of New York for some projects would start the state down the road to eventual ownership of the line, but for the LIRR of 1955, modernization would mean new locomotives, new cars, rebuilt cars, and finis to the steam locomotive.

The Locomotives

<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>
AGP-l6msc	1551	Alco – GE	81351	8/1955
AGP-l6msc	1552 to 1560	Alco – GE	81352 to 81360	9/1955

These locomotives bore Alco designation E1662 which were better known as model RS3. They had a road switcher type body with a forward hood containing the prime mover and generator; a shorter rear hood with the steam generator for train heating purposes, and a cab which was about three quarters back from the front of the locomotive. The RS3 locomotives were rated at 1600 horsepower each; they had General Electric generators, traction motors, and other electrical gear; their builder's plates bore the logo of both companies. These ten locomotives would come on line and take the Long Island Rail Road from the last of their ancient dark days of steam operation to the brave new world of diesel, total diesel operation. These RS3's were the first units delivered in the orange and gray colors once so familiar to Long Island commuters. The carbody was painted medium gray, with the pilots and just the hood ends in orange. Lettering consisted of a white Long Island on the side of the long hood, with the road number on the side of the cab underneath the windows. The road number did not originally appear on the hood ends in black; this was an early change to the original paint scheme. A large 'Dashing Dan' wingless circular herald would be added circa 1957 to the sides of the short hood behind the cab.

After the 1963 delivery of the 2000 horsepower Alco model C420's (also known as Century 420's or DL721A's) the RS3 types, and indeed also the RS1 types on the Long Island Rail Road would be repainted in a scheme that resembling the new locomotives. Termed the 'World's Fair Scheme' this paint schedule would continue with the medium gray body and orange pilot and hood ends. The change would be flaring the orange paint back from the hood ends to the point that the end of the flares would meet in a stripe on the cab side, below which was the italic road number, in orange. The road name was also in italic orange on the side of the long hood side. The Dashing Dan logo would appear on the cab sides below the number; or on short hood in the gray section, or on the short hood in the orange paint; in other words, no standard location.

THE MODERNIZATION OF THE LONG ISLAND ... continued

Steam versus Diesel: The Final Round

There were eighteen steam locomotives active as of January 1, 1953; this group managed to stay intact until December 1954 when six class H10s 2-8-0 Consolidation types (104, 106, 107, 112, 114, and 117) were set aside, never to run again. Two class G5s 4-6-0 ten wheelers (22, and 28) were marked up on the board for the last time in July 1955; their retirement would be the last until October 1955. If October 1929 is the nadir of the stock market, then the nadir of Long Island steam power can be none other than September and October 1955 when the delivery of the 1600 horsepower roadswitchers did exactly what it was meant to do. The Sunrise Trail sent to retirement list G5s engines 21, 24, 32, 38, 39, and 50; joining them were the last of the H10s locomotives, the 108, 111, and 113. The number 35 was held for donation to Nassau County and engine 39 which had been rejected by Suffolk County would be recalled from the boneyard for eventual display at the Carriage House Museum in Stony Brook. The Long Island Rail Road was not without a sense of history for the occasion, several fan t r i p s were run, including the last on October 8, 1955 which had number 35 and 39 sporting an aluminum front end and pilot rather than the traditional graphite colored smokebox.

The Cars

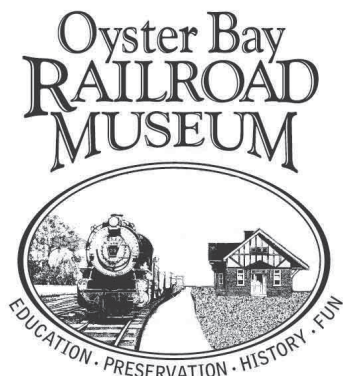
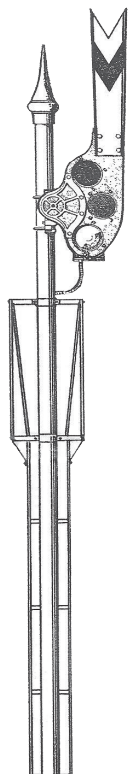
<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>
MP72C	2501 to 2522	Pullman Standard	W6962	1955
MP72T	2601 to 2642	Pullman Standard	W6963	1955
MP72T	2643 to 2674	Pullman Standard	W6974	1956
T72	2801 to 2836	Pullman Standard	W6964	1955
T72	2837 to 2844	Pullman Standard	W6975	1955
P72	2901 to 2935	Pullman Standard	W6961	1955
P72	2926 to 2966	Pullman Standard	W6973	1956
P72	2967 to 2980	Pullman Standard	W6973	1955
RDC1	3101	Edw. G. Budd Corp	6219	8/1955
RDC2	3121	Edw. G. Budd Corp	6015	3/1955

The Pullman-Standard Company, which built all but two of the new cars, used their standard carbody as it had for the earlier Long Island Rail Road 3500 to 3519 group of cars and for the 4600 series of multiple unit cars built for the New York Central for use out of Grand Central Station. The major differences between the 3500 series and the 2500 to 2900 series on the Long Island Rail Road was air conditioning in the newer cars, more differences could be found in the interior, while the 3500's had fixed seating for 128 with no restrooms, the new P72 type of cars had restrooms, walkover seating, and some side seating that lowered passenger capacity to only 120 (in the 2600's and 2800's, which cars lacked restrooms, could fit 123 commuters). The eighty steam cars were rather exemplary in design as they are among the few passenger coaches in the United States that were, except for heating , completely self-contained via their underfloor diesel power plants. During the first few weeks that these cars were on the Long Island Rail Road it was not at all unusual to see the P72 class of cars operated behind steam locomotives, a historical incongruity that was mandatorily short - lived.

TO BE CONTINUED...

Long Island Sunrise Trail Chapter
National Railway Historical Society
PO Box 507
Babylon, New York 11702-0507

We remind you to renew your dues.



Our Thirty-fourth Year!
www.rmli.org

Please support your local railroad museums!