

EVOLUTION OF LONG ISLAND RAIL ROAD CAP BADGES
1870s to the PRESENT DAY

(Rev: 10/03/20)

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with the Invaluable Assistance of Robert Myers and "Yardgoat"
(who wishes to remain anonymous)
(All Images Dave Keller Collection Unless Noted Otherwise)

1870s (and perhaps earlier)



("Yardgoat" scan)

Worn on black uniform.

Positions known to exist in collections: Conductor, Station Agent,
Station Master

Date(s) Unknown



No Hallmark.

Note: This badge does NOT have provenance via period photography or LIRR veteran recollection. It's possibly a badge manufacturer's sample or a custom-made badge.

Positions known to exist in collections: Brakeman

1891 - (?)



*Hallmarked
"American Ry.
Supply"*

It is rumored that these were issued in a nationwide campaign aimed at engine crews that conserved their fuel

on their normal runs, or that consistently posted on-time performance. The other option is that this badge style may possibly have been a custom-made badge type. ("Yardgoat" data)

Provenance:

This badge was worn by veteran LIRR engineer Parmenus Jackson in the last decade of the 19th century. He retired from LIRR engine service in 1921.

Positions known to exist in collections: Engineer, Fireman

c. 1880s thru 1908



All positions are brass. Two variations are shown below.

The Station Agent and the Conductor badges are hallmarked "American Ry. Supply" and therefore date from 1891, the year the

supply company started business. However, this style badge dates back to the 1880s. Notice the different font used in the two positions: "Long Island R.R." has serifs. "Station Agent" has segmented letters.



This variation has no line under the railroad name. "Long Island R.R." has serifs while "Conductor" is in block lettering. ("Yardgoat" scan)



This variation has the line under the railroad name but the "Long Island R.R." lettering is closer together and all lettering is block style. (eBay scan)

Worn with the black uniform and flat-brimmed cap. Badges also worn with the Summer-issue white uniform caps: c. 1890s - c. 1908 (*photographic provenance of each end of era*)

Positions known to exist in collections: Asst. Station Agent, Conductor, Ferry Bridgeman, Ticket Collector, Trainman, Station Agent, Station Master

1905 (Bklyn Daily Eagle provenance per "Yardgoat") - 1920s



*("Yardgoat" scan)
Hallmarked "American Railway Supply"*

Note: This badge does NOT have provenance via period photography or LIRR veteran recollection.

Positions issued: Due to the type of metal, the size, the style of stamping, the use of identification numbers on the badge, and the fact that it was manufactured in 1891 or after (due to the hallmarking) while other aforementioned badge styles were already in use, it is assumed that this badge was issued ONLY for Crossing Watchmen. (*"Yardgoat" data*)

1908 thru c. 1923 ("Scalloped Style")



Hallmarked "American Railway Supply"

All positions are nickel.

Pennsylvania Railroad-style badge (due to PRR-ownership of the LIRR). Worn with the blue uniform and flat-brimmed cap. These and subsequent badges all worn with the curved-brim cap. White, summer-use cap worn 1908-1915 (*photographic provenance*)

It is not known if other positions were issued identified by full railroad name.

A variation is indicated below:



Hallmarked "American Railway Supply" which dates this badge 1921 or later when the company was formed as a result of a merger.

It is not known if other positions were issued identified by "L.I.R.R." initials. **(It has been suggested that the badges with the railroad's name/initials added were worn only by employees assigned to Pennsylvania Station in Manhattan so riders could differentiate between PRR employees and LIRR employees visible in the vast terminal building wearing identical uniforms**

and identical style cap badges.)

All others indicated here have only the position named on the badge:



Positions Issued: Agent, Asst. Baggage Master, Asst. Foreman, Asst. Station Baggage Agent, Asst. Station Master, Assistant Steward, Attendant, Baggage Agent, Baggage Man, Baggage Checkman, Baggage Master, Baggage Trucker, Brakeman, Bridgeman (ferry service), Caller, Captain (tugboat service), Car Inspector, Checkman, Cleaner, Collector, Conductor, Deckhand, Engineer, Engineman, Fireman, Flagman, Gateman, Guard, Hostler, Ice & Waterman, Inspector, Janitor, Laborer, Mail Clerk, Messenger, Motorman, Parcel Checker, Parcel Porter, Policeman, Porter, Repairman, Shopman, Station Agent, Station Baggage Agent, Station Baggage Man, Station Master, Station Porter, Stenographer, Steward, Ticket Clerk, Ticket Examiner, Ticket Receiver, Trackman, Trainman, Train Baggage Man, Usher, Warehouseman, Watchman, Yard Foreman (Others seen?)

(As the PRR was the parent road of the LIRR beginning in 1900, this style badge was used on both up to 1949 for train crew positions. It is highly unlikely all these positions saw uniformed service on the LIRR, and many that were, were dropped by April, 1929. Most, if not all, of these positions were most probably used on the PRR, also prior to 1929. (Based upon the booklet "*LIRR Uniforming of Employees*" issued by the LIRR on 04/01/1929)



Used in LIRR and PRR tug boat service
(badge is nickel plated, not brass per scan)

1923 thru 12/1949 ("Scalloped Style")



“Conductor” and “Station Master” are brass, all other positions remain nickel. Worn with the dark blue uniform and curved-brim uniform cap.

(Same positions as indicated above: 1908 – 1923.

c. 1942 thru 12/1949 (Woven Weave Style with Metallic Thread. Also a PRR Style)



(eBay auction scan)

Worn concurrently by men with above scalloped style during those years. Only style worn by the women who replaced the train crews serving in the armed forces during WW II. Worn with the dark blue uniform.

Positions seen in photos: Asst. Station Master, Conductor, Trainman, Usher

12/1949 thru 1959 ("Half-Moon" Style)



**All positions are brass.
Worn with the serge blue
uniform and curved-brim
uniform cap.**

**"Trainman" has block
lettering.**

Positions Issued: Assistant Station Master, Attendant, Conductor, Special Service Attendant, Station Master, Trainman, Usher



"Conductor" has serifs.



"Special Service Attendant" has a mixture of serifs and block lettering.

This position was in use after the creation of the Long Island Rail Road's "Special Services" Department in 1957. Designed to be worn by attendants in full uniform. Discontinued "official" use in the 1960s. Worn "unofficially" in the early 1970s by only two people: David Keller and an old, ex-Pullman Porter attendant, Bill "Jitterbug" Johnson.

1959 thru 1971 ("Goodfellow Era" Style)



All positions silver-toned. Red lettering for summer uniforms, blue lettering for winter uniforms.

Worn with the "Goodfellow Gray" or "Postal Carrier Gray" uniform and curved-brim gray uniform cap.

Positions Issued: Assistant Station Master, Conductor, Long Island Rail Road, Trainman, Usher

There was a variation in "Conductor" lettering with the rounded letters being segmented:



"Usher" had serifs. "Long Island Rail Road" had wider lettering than that style shown below under "MTA: 1971 - c.1982").

MTA: 1971 thru c. 1982



All positions silver-toned. Some lettering black, some lettering light blue, some lettering dark blue Worn with the MTA blue uniform.

Positions Issued: Assistant Station Master, Conductor, "Long Island Rail Road" (*see below*), Trainman, Usher





LIRR Ushers, in addition to their “Usher” Badges, sometimes wore these when out on the platform making announcements for special programs, etc. The badges were possibly also worn by LIRR tour guides from the

Group Sales Department. (*Robert Myers data*)

Thinner lettering than similar badge issued 1959-1971

c. 1982 thru Jan 01, 1989



“Conductor” is gold-toned. All other positions are silver-toned. Worn with the MTA blue uniform and curved-brim cap.

Positions Issued: Assistant Conductor, Collector, Conductor



Variation: Also with IBM number 26354. These special badges were used in testing by the LIRR. Only a few were issued to Train Service Supervisors to see if anyone would file a false report of a train crew member for inappropriate actions. (*"Yardgoat" collection, scan and data*)

Positions Issued: Trainman

1983-1984



"Asst. Conductor" is silver-toned

"Conductor" is gold-toned

Positions Issued:

Asst. Conductor,
Conductor



Members ordered by United Transportation Union to not wear in service due to display of employee 5-digit IBM employee numbers. As a result, they were not distributed generally and were only worn by special duty teams, nicknamed the “Mod Squad”- entry level management positions used to monitor ticket servicing. Dressed as train crews, they relieved crews from collecting tickets when monitoring certain trains, while the train crew operated the doors and kept the train on time. They were the only ones who wore these badges, and did so in a LIRR poster campaign during the early 1980s *(Information courtesy of an anonymous LIRR employee.)*



Same style badge produced with a 4-digit “Uniform” number which WAS approved for use, but was never issued. *(Information courtesy of an anonymous LIRR employee.)*

01/01/1989 thru Present (2020)



**Issued with 4-digit
“Uniform” number.**

**(“9000”-series number
indicates a temporary
replacement badge.)
*(Robert Myers data)***

All positions are gold-toned. Worn with the MTA blue uniform and curved-brim cap

Positions Issued: Assistant Conductor, Conductor, Usher