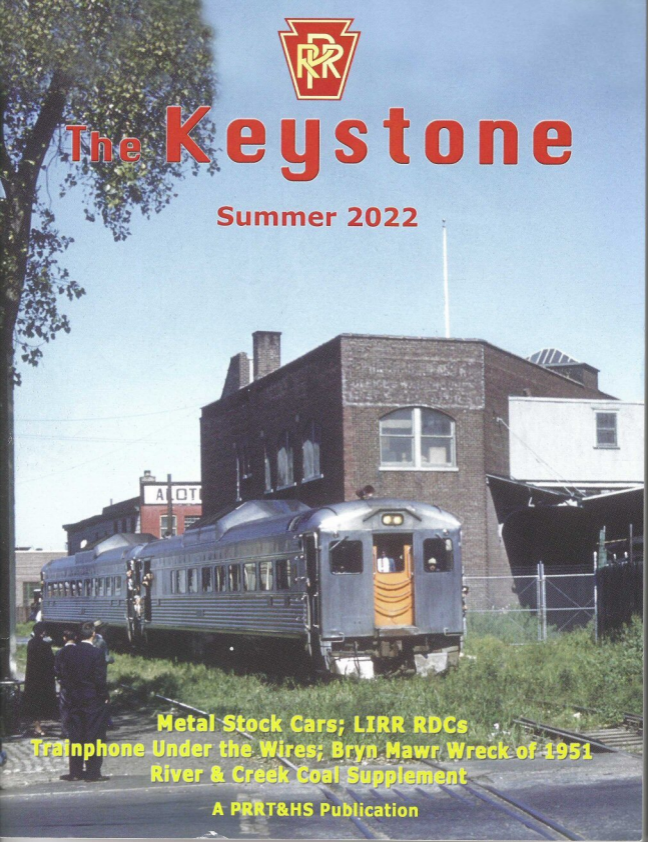




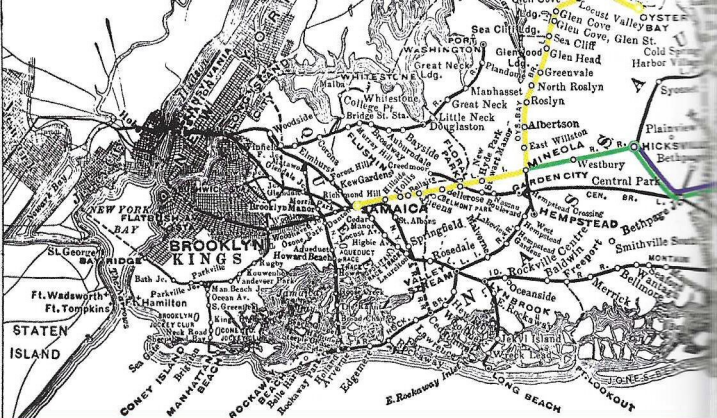
The Keystone

Summer 2022



**Metal Stock Cars; LIRR RDCs
Trainphone Under the Wires; Bryn Mawr Wreck of 1951
River & Creek Coal Supplement**

A PRRT&HS Publication



STATEN ISLAND

NEW YORK FLATBUSH BAY

NEW YORK BAY

NEW YORK CITY

MANHATTAN BEACH
CONEY ISLAND
BIG FISH KILL

MANHATTAN
KINGS
BROOKLYN
Ft. Wadsworth
Ft. Tompkins

BAY RIDGE
BAY

NEW YORK CITY
NEW YORK CITY

NEW YORK CITY
NEW YORK CITY

ROCKAWAY BEACH
Belle Harbor
Rockaway Park
Hollis
Arverne
Edgemere

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In many cases the RDCs cut costs and saved money when and where they were introduced. More and more appeared during the 1950s, at a time when U.S. passenger traffic was in a steady decline. RDCs often replaced conventional passenger trains.

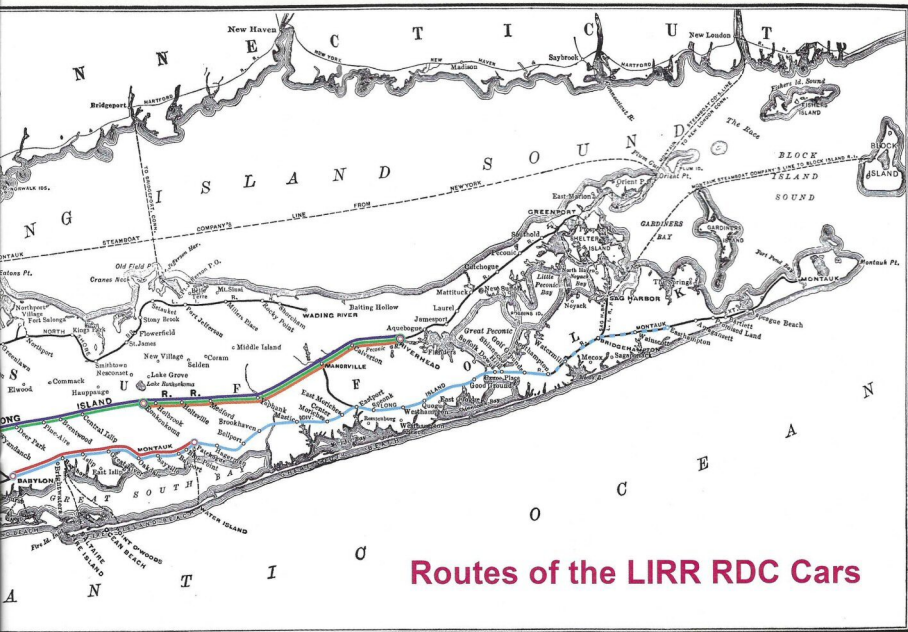
LIRR Orders Two RDCs

Not until November 10, 1954 did the Budd demonstrator visit LIRR, for about week. 2960 carried testing equipment and technicians from both Budd and LIRR. Testing was done on several branches of the railroad to determine whether the two RDC's LIRR ordered needed any modifications to meet its requirements.

The cars were intended for service between Babylon and Patchogue on the Montauk Branch. LIRR celebrated

their purchase with a special press run to Montauk before returning the demonstrator to Budd.

LIRR's two cars were a full-coach RDC-1 and an RDC-2, a passenger-baggage combine, delivered almost six years after the cars were introduced. The RDC-1 cost \$162,000, while the RDC-2 cost \$161,000. The two were an integral part of the Railroad Redevelopment Corporation, created to lift LIRR from its bankruptcy, declared in 1949. They were a specific part of the 12-year redevelopment plan intended to provide better, more economical service on the Montauk Branch. They were part of a 222 new car order, filled mainly by Pullman-Standard, with 140 MU cars in three types and 80 steam/diesel cars, in addition to the two RDCs.



Routes of the LIRR RDC Cars

Eastbound

- Babylon to Southampton (later extended to East Hampton)-EAST ENDER
- Mineola to Riverhead-MAINLINE EAST ENDER
- Hicksville to Riverhead-MAINLINE EAST ENDER
- Babylon-Patchogue ("Scoot" service)
- Jamaica-Oyster Bay-regularly scheduled service

Westbound

- Southampton (later East Hampton) to Babylon-EAST ENDER
- Riverhead to Mineola-MAINLINE EAST ENDER
- Riverhead to Hicksville-MAINLINE EAST ENDER
- Riverhead to Ronkonkoma-MAINLINE EAST ENDER
- Patchogue-Babylon ("Scoot" service)
- Oyster Bay-Jamaica-regularly scheduled service

The first RDC on LIRR was RDC-2 3121, a combine (Budd serial number 6015); it arrived on the property in March 1955. It had a shiny and refreshingly new appearance that differed from the railroad's roster of painted passenger equipment (now a dark, smoky gray, with Brunswick Green roof and white condensed gothic lettering with orange end doors). The RDC-2 was made of shiny stainless steel with black condensed gothic "LONG ISLAND" lettering and numerals.

3121 was named *East Ender*. (Many other railroads with RDCs assigned names to their cars.) The name soon appeared in neat script on its storm (end) doors, painted orange, as was the rest of the LIRR MU fleet of head-end cars. In its normal configuration, the RDC-2 had 70 seats and a 17-foot baggage compartment, but the LIRR car had 87 seats, due to its 3/2 seating.

Service Assignments

New *East Ender* service began between Babylon and Southampton on March 31, 1955. In addition to the already-scheduled trains, the RDC made four trips from Babylon to Southampton and back Monday through Friday, three trips from Babylon to Southampton and back on Saturdays, and two round-trips from Babylon to Southampton on Sunday. The car's four round-trips each covered 52.7 miles one-way, beginning at 7 a.m., 11 a.m., 3 p.m., and 7:36 p.m. at Babylon. *East Ender* connected at Babylon, the end of third-rail electric MU car service, and met trains from and to New York-Pennsylvania Station or Brooklyn-Flatbush Avenue.

In a brochure written for the occasion, LIRR's "new *East Ender*" was described as "fabulous," and "America's most modern, most comfortable, fastest, and fully air-conditioned railroad transport." The railroad said the "décor is soothing" and the car's seats are "luxuriously deep and

handsomely upholstered." Riding the *East Ender* was "a really thrilling experience." LIRR also claimed that it was "built by The Budd Company especially for service on the Long Island Rail Road."

When *East Ender* was first placed in service, it hardly carried passengers. That day the 7 a.m. run left Babylon with 11 passengers and returned with two. It had only 37 passengers total on its first day of operation.

As a one-car operation, *East Ender* carried an engineman and a conductor. When the cars ran together, they had to be staffed by an engineman, fireman, conductor and a trainman. The operation of the RDC-2 by the railroad without a flagman created the threat of a strike by Local 517 of the Brotherhood of Railroad Trainmen, but the dispute was sent to arbitration and resolved. LIRR believed that the threat of a potential strike kept many passengers away.

With only two trains a day to Montauk and *East Ender* service ending at Southampton, residents of the line further east pressed the railroad for train service to be extended 30 miles to Montauk, in order to serve Bridgehampton, East Hampton and Montauk. The railroad responded to pressure from business and civic leaders in East Hampton and Bridgehampton by extending the operation of *East Ender* another 11-1/2 miles further east to East Hampton on July 15, 1955. This proved to be popular, with increased traffic loads, particularly on Fridays and Sundays. LIRR predicted it would increase its passenger traffic.

Some changes were made to the car's schedule, required by the longer runs, along with increased summer service by through trains. There were improved connections at Babylon with MU trains to Jamaica, Brooklyn and New York. A new train westbound from Babylon to New York was added, which had a connection with the third westbound *East Ender*.



RDC - The Car You're Going To Ride In

The latest RDC stand for rail diesel car. It is the modern steel, self-propelled railway passenger car built exclusively by The Budd Company, which is rapidly outstripping itself as the essential rail passenger conveyance.

All light points in that direction. On the Lakeside & Ohio, for example, two RDC's are doing the work of nine coaches and three locomotives—and increasing traffic.

On the Michigan Central, one RDC has replaced a locomotive and five cars, speeded up the schedule between New York, Michigan, and Detroit, and enabled the railroad to restore service between New York and Montreal that was abandoned 15 years ago.

Two RDC's are making the Western Pacific 1000,000 a year (RDC's cost about 110,000 apiece).

Since diesel railroads, and railroads in three foreign countries, also bought a total of one hundred

and sixteen RDC's. The New Haven Railroad alone has bought forty. All this since the first RDC was built, barely three years ago.

The car has met every demand with distinction, with spectacular performance (in Australia it cut a forty-hour best schedule in sixteen and a quarter hours), and with operational cost savings (in border on the schedule). RDC is proved to be the most important contribution to railway passenger service since the invention of the air boiler. If you're not already riding in RDC's, the day is not distant when you will be.

The Budd Company, Philadelphia, Detroit, Gary.



PIONEERS IN BETTER TRANSPORTATION

ABOVE CENTER: 1952 Budd RDC ad, featuring a Leslie Ragan illustration. (Chuck Blardone collection)



RDC-1 demonstrator 2960 on LIRR in November 1954.
(Author's collection)

Disappointing Patronage

The RDC-2 was supposed to be economical and cost saving, but this was not the case. The engineman and conductor of *East Ender*, the top men on both respective seniority lists, made more money than any other LIRR crew. As it turned out, *East Ender* carried too few passengers during the week, but would carry too many passengers during the weekend when the weather got warmer. Traffic became so heavy in the summer that a P54D coach was added to the train. This car was added on certain Thursday, Friday, Sunday and Monday trains. This changed the operation of the RDC. Rather than simply having the engineman change ends and direction, *East Ender* had to do a "runaround" at each terminal to place itself ahead of the coach or "ping," as the P54D was called, it was pulling. When not used, the

"ping" was kept at Howell's Siding in Babylon, near Babylon Tower.

Use of the RDC-2 pulling the LIRR's "ping" coach voided the warrantee with Budd. LIRR would do the same thing again when both cars were coupled together and operated as a pair, having them pull a baggage-mail car. The operation was considered to have an experimental schedule that was subject to change.

Oddly, the Budd cars (another RDC would arrive at the end of summer) were not totally welcomed to LIRR. Some LIRR men felt that there really were no branches with light enough traffic for the two cars to operate as a single unit or as a pair. Apparently there was opposition from the beginning about the cars' purchase, reportedly pushed by a non-LIRR member of the Long Island Transit Authority, which had control of the railroad at that time, since the railroad was coming out of bankruptcy declared in 1949.

Vice-president and General Manager Thomas Goodfellow pointed out that the service was still "strictly experimental" and hoped that they would increase passenger volume. Ultimately, they did not. Goodfellow said there was an upturn in passengers, but "the traffic volume has been disappointing during most of the 3-1/2 months of the Budd operation."

In August 1955 the second car arrived, an RDC-1, an all-coach model that sat 107 passengers with 3/2 seating. LIRR quickly replaced the RDC-2 with its new RDC-1 in East Ender between Babylon and (now) East Hampton service; the additional "ping" car coupled to the RDC was discontinued.

The railroad had a new plan for its RDC-2. Moved to the main line, it was placed in Mineola-Riverhead service.



RDC-1 demonstrator 2960 at Babylon Station in October 1954. The trainman/conductor is on the high-level platform to the right.
(Win Boerckel photo; Dave Morrison collection)

Called the *Mainline East Ender*, it made six daily round-trips, with MU train connections at Mineola, Hicksville, or Ronkonkoma. The service began on September 12, 1955.

When in operation, the RDCs were referred to as "MU Engine No. 3101" or "MU Engine No. 3121."

The End of Regular Service

Both RDC services still ran with disappointing ridership. It was apparent to LIRR that the Budd cars were unsuccessful. The two cars had operated singly. Both RDC-1 3101 and RDC-2 3121 never drew the numbers of passengers that the railroad wanted. In retrospect, LIRR probably was unrealistic about how many passengers the RDCs would carry.

In both cases, sadly, the RDC's had provided additional service rather than replacing existing service. Now, service by both RDC's was discontinued.

On its inaugural run, the RDC rescued two boaters who had to beach their 27-foot boat, "Unicorn," near Riverhead, due to rough seas.

Out-of-pocket expenses of more than \$10,000 per month forced the railroad to reluctantly discontinue both the *East Ender* between Babylon and East Hampton and the *Mainline East Ender* between Mineola and Riverhead.

In its 1956 annual report, LIRR said this about its Budd RDC's: "Less successful from a traffic-producing standpoint has been the augmented service on the east end of the island with the two new Budd cars—one operating four round-trips a day between Babylon and East Hampton and the other, six round-trips between Mineola, Hicksville and Riverhead. There was grave doubt at year's end (1955) whether continuation of this additional service, inaugurated strictly on an experimental basis, could be much longer justified." RDC service between Mineola and Riverhead ended with the issuance of the summer timetable on May 18, 1956.

It was announced in the June 21, 1956 issue of the *Long Island Rail Roader* publication that the two Budd cars that were recently withdrawn from service by failing to attract enough new business to "pay their way" were now available for special service and charter runs, since they could go anywhere, except the tunnels leading into Penn Station and the Flatbush Avenue Terminal. The railroad advertised them for "picnics, fishing trips and clambakes."

A Second Career

By 1957 the cars were coupled together and operated in ten daily round-trips between Babylon and Patchogue. These being lightly-traveled runs, the RDCs replaced conventional diesel trains. Called "Scoots" because of frequent, repetitive round-trips, a distance of 17.4 miles, the two-RDC "Scoot" met electric MU trains at Babylon for service to New York and Brooklyn during the week. It seemed that the cars had finally found a home and their niche on the railroad. This "new" train of both RDCs required a full crew: engineer, fireman, conductor and two trainmen.

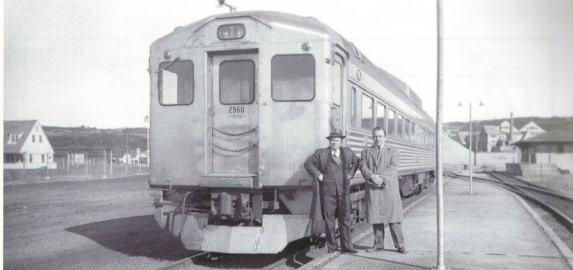
In addition, on Sundays, the pair of RDC's operated on the lightly travelled Jamaica-Oyster Bay line. The RDC-2, like all the other combines on the railroad, normally had its baggage section face eastward, and was the first car in all



Officials pose in front of demonstrator 2960. (Author's collection)



Brand new RDC-2 3121, RS-1 464 and G5s 28 at Patchogue, April 1955. (John Murray photo; author's collection)



Two officials pose with 2960 at the end of the Montauk Branch at Montauk, 117 miles from Long Island City, in October 1954. The freight house is on the right; it was later razed and an escape track added for locomotives to change ends for the return trip to the city. (Win Boerckel photo; Dave Morrison collection)

eastbound consists, although the two cars were configured in other ways in consists from time to time.

By the end of 1957 the railroad was still experimenting. There was speculation that LIRR was interested in buying more RDC cars, specifically from Boston & Maine, but nothing occurred.

The RDCs may have found a home working together in Babylon-Patchogue "Scoot" service, but it was their char-

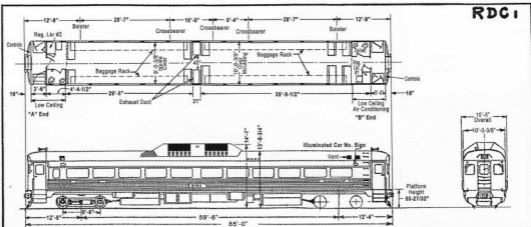
tered operation by various railfan and other groups where they came into their own and gained much popularity. The cars were available on weekends when they were not in regular revenue service. The railroad advertised a new "charter-your-own train" service and expected civic and social groups to be patrons, but it was railfan groups that took a keen interest in the cars.

Continued on Page 40



East End 3121 was bumped from its Babylon-Southampton run with the arrival of the new RDC-1 3101 near the end of summer 1955. The RDC-2 was assigned to a new service, new Mainline East End, running between Mineola/Hicksville and Ronkonkoma/Riverhead. Here it is with passengers at Mineola circa 1955. (George E. Votava photo)

RDC 1

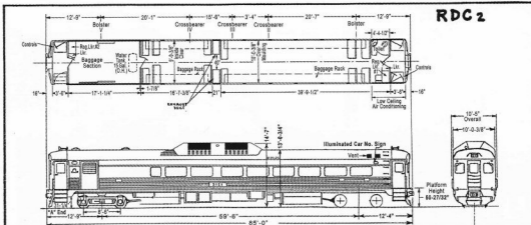


GENERAL DATA

TYPE OF CAR: COACH	MAKE & TYPE AIR COMP. FRIGIDAIRE R-10	NO. & TYPE MOTORS (2) WESTING - G-110
CLASS OF CAR: RDC-1	MAKE & TYPE HEATING, WARMING & COOLING	H.P. EACH MOTOR: 275 H.P.
TYPE OF CONSTRUCTION: WELDED	MAKE & TYPE LIGHT FIXTURES: BULLS-EYE	TRACTION SYSTEM: 2750 LB.
CAR NUMBER: 8101	NO. & TYPE VENTILATORS: 12, 2 IN TAKE	TRANSMISSION: MICH. ALLISON
SEATING CAP: 107	NO. & TYPE WATER COOLERS: 1, 6 IN. W&B	GENERATOR (OUTPUT CAR-CONTROLLED)
MANUFACTURER: THE BUDD CO.	CAP'Y DRINKING WATER: 75 GAL.	FUEL OIL CAP'Y: 275 GAL.
ORDER NO.: 1	CAP'Y WASH WATER TANK:	LUBE OIL CAP'Y: 18 GAL.
YEAR BUILT: 1935	NO. TRUCKS: 1	ENGINE SPEED: 700-1450 R.P.M.
MIN. CURVE RAD.-SINGLE CAR: 2.5'	MAKE & TYPE LAUNDRY:	MAX. SPEED: 85 M.P.H.
MIN. CURVE RAD.-COUPLED: 2.5'	MAKE & TYPE HOPPER: 8-500 LB. CAR	
TYPE OF TRUCKS:	OUTSIDE FINISH: STAINLESS STEEL	
WEIGHT OF TRUCK COMPLETE: 15,800	TYPE & THICKNESS INSULATION:	
TOTAL WEIGHT INCLUDING PASSENGERS:	MAKE & TYPE WASHING MACHINES:	
MAKE, TYPE, SIZE BEARINGS: 100-100-100	MAKE & TYPE HARKER LIGHTS:	
	MAKE & TYPE CAP'Y BATT. EXIDE TOSOL	
	TYPE HEADLIGHT: TWIN SEALED BEAM	

(Restored by Chuck Blanton, March 2022)

RDC 2



GENERAL DATA

TYPE OF CAR: COMBINE	BAGGAGE LOAD: 8000 LB.	MAKE & TYPE AIR COMP.: FRIGIDAIRE R-10	NO. & TYPE MOTORS (2) WESTING - G-110
CLASS OF CAR: RDC-2		MAKE & TYPE HEATING, WARMING & COOLING	H.P. EACH MOTOR: 275 H.P.
TYPE OF CONSTRUCTION: WELDED		MAKE & TYPE LIGHT FIXTURES: BULLS-EYE	TRACTION SYSTEM: 2750 LB.
CAR NUMBER: 8121	NO. & SIZE BRAKE CDS.: 1 PER WHEEL/DISC	NO. & TYPE VENTILATORS: 12, 2 IN TAKE	TRANSMISSION: MICH. ALLISON
SEATING CAP: 84	MAKE SCHEDULE OF AIR BRKES: W&B DISC	NO. & TYPE WATER COOLERS: 1, 6 IN. W&B	GENERATOR (OUTPUT CAR-CONTROLLED)
MANUFACTURER: THE BUDD COMPANY	MAKE & TYPE AIR COMPRESSOR: OLIVE 3-TC	CAP'Y DRINKING WATER TANK: 75 GAL.	FUEL OIL CAP'Y: 275 GAL.
ORDER NO.: 1	MAKE & TYPE W&B BRAKE: BUDD DISC	CAP'Y WASH WATER TANK:	LUBE OIL CAP'Y: 18 GAL.
YEAR BUILT: 1935	MAKE & TYPE SAND BRK.: 1	NO. TRUCKS: 1	ENGINE SPEED: 700-1450 R.P.M.
MIN. CURVE RAD.-SINGLE CAR: 2.5'	MAKE & TYPE COUPLER: A.S.F. TYPE "H"	MAKE & TYPE LAUNDRY:	MAX. SPEED: 85 M.P.H.
MIN. CURVE RAD.-COUPLED: 2.5'	MAKE & TYPE W&B:	MAKE & TYPE HOPPER: 8-500 LB. CAR	
TYPE OF TRUCKS:	OUTSIDE FINISH: STAINLESS STEEL		
WEIGHT OF TRUCK COMPLETE: 15,800	TYPE & THICKNESS INSULATION:		
TOTAL WEIGHT INCLUDING PASSENGERS:	MAKE & TYPE WASHING MACHINES:		
MAKE, TYPE, SIZE BEARINGS: 100-100-100	MAKE & TYPE HARKER LIGHTS:		
W&B	MAKE & TYPE CAP'Y BATT. EXIDE TOSOL		
	TYPE HEADLIGHT: TWIN SEALED BEAM (2)		

(Restored by Chuck Blanton, March 2022)

the **new EAST ENDER**

gives you the sort of rail travel
you asked for—right now!



Built by The Budd Company especially for service on the Long Island Rail Road, the fabulous new East Ender is designed to bring you the sort of service you have asked for.

The fully air-conditioned East Ender is a single, self-contained unit, propelled by two remarkably quiet Diesel engines with a combined total of 350 horse-

power. Yet it is so sure-footed, rides so smoothly and is so free of vibration that only the slight of the countryside flashing by gives you any indication of the East Ender's tremendous pick-up.

This sleek and gleaming stainless steel beauty seats 87 passengers in roomy comfort, and has a large luggage compartment. Seats are luxuriously deep and

handsomely upholstered. The whole atmosphere of the East Ender is restful—the decor is soothing, the air always fresh—you scarcely hear the purr of its powerful engines. And almost before you know it, you're at your destination—relaxed, refreshed, composed. Riding the East Ender is a really thrilling experience. Enjoy it soon and often!



It's faster—more comfortable—and actually costs less to ride the East Ender than to drive your own car! Read the facts:

According to the American Automobile Association, it costs the average executive 47¢ per mile to drive his car. That's for gas, oil, tires and repairs—does not

include depreciation, the cost of insurance, parking, etc.

In view of this fact, isn't it rather foolish to drive when you can

ride the fabulous new East Ender—and have no traffic problems—no parking problems—no driving problems? Add these advantages to the luxurious, air-

conditioned comfort of the East Ender, and you'll readily see how much wiser it is to leave your car at home and ride the East Ender!

SCHEDULE ON BACK OF THIS FOLDER—TEAR IT OFF NOW

this is what
you asked for!



new EAST ENDER

Experimental Schedule (times in minutes)

Eastward				Westward			
Time	Stop	Time	Stop	Time	Stop	Time	Stop
7:00	NY	7:00	NY	7:00	NY	7:00	NY
7:15	NY	7:15	NY	7:15	NY	7:15	NY
7:30	NY	7:30	NY	7:30	NY	7:30	NY
7:45	NY	7:45	NY	7:45	NY	7:45	NY
8:00	NY	8:00	NY	8:00	NY	8:00	NY
8:15	NY	8:15	NY	8:15	NY	8:15	NY
8:30	NY	8:30	NY	8:30	NY	8:30	NY
8:45	NY	8:45	NY	8:45	NY	8:45	NY
9:00	NY	9:00	NY	9:00	NY	9:00	NY
9:15	NY	9:15	NY	9:15	NY	9:15	NY
9:30	NY	9:30	NY	9:30	NY	9:30	NY
9:45	NY	9:45	NY	9:45	NY	9:45	NY
10:00	NY	10:00	NY	10:00	NY	10:00	NY
10:15	NY	10:15	NY	10:15	NY	10:15	NY
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4:15	NY	4:15	NY	4:15	NY	4:15	NY
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5:00	NY	5:00	NY	5:00	NY	5:00	NY
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6:00	NY	6:00	NY	6:00	NY	6:00	NY
6:15	NY	6:15	NY	6:15	NY	6:15	NY
6:30	NY	6:30	NY	6:30	NY	6:30	NY
6:45	NY	6:45	NY	6:45	NY	6:45	NY
7:00	NY	7:00	NY	7:00	NY	7:00	NY

TRANSFERS: 1. From Babylon to Southampton — Saturdays
2. From Southampton to Babylon — Every Day
3. From Babylon to Southampton — Saturdays
4. From Southampton to Babylon — Every Day

IN ADDITION TO PRESENT CONCEALED TRANSFERS

3 Trains from Southampton to Babylon — Every Day
3 Trains from Babylon to Southampton — Saturdays
3 Trains from Babylon to Southampton — Saturdays
3 Trains from Southampton to Babylon — Every Day



EAST ENDER the **new**

the LONG ISLAND RAIL ROAD

new EAST ENDER



AMERICA'S
MOST MODERN
MOST COMFORTABLE
FASTEST
FULLY AIR-CONDITIONED
RAILROAD TRANSPORT

In Operation beginning March 30

between
BABYLON and
SOUTHAMPTON
on the

new LONG ISLAND RAIL ROAD

East Ender promo leaflet.
(Author's collection)

Continued from Page 37

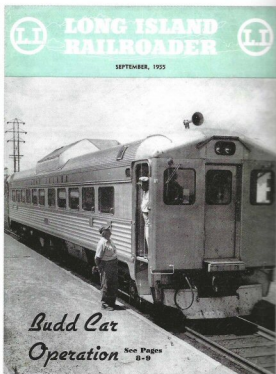
Soon the RDCs went everywhere on fantrips, over freight branches, the Creedmoor Branch, the Bay Ridge Branch, even the truncated Rockaway Beach Branch to Ozone Park, anywhere there were tracks in service. On fantrips they probably covered the entire railroad, except for the two passenger branches west of Jamaica. The Electric Railroaders' Association seemed to be the busiest of all the organizations that chartered the cars. It turned out that it was rail fans, not commuters and LIRR, who loved them.

For the next decade or so, the RDCs performed unceremoniously in "Scoot" service, on the Oyster Bay Branch and on fantrips.

While operating in Babylon-Patchogue "Scoot" service, the railroad voided the RDC-1's warranty by having the cars pull BM62B 7743, a baggage-mail car, between Babylon and Patchogue, to deliver the U.S. Mail. While at Babylon, they waited for an MU train to arrive with 7743, which was loaded at the Farley Post Office at Manhattan's Pennsylvania Station. It was cut off from the MU train at Babylon

Continued on Page 51

September 10, 1955
Long Island Railroader front cover and
 centerspread pp.8-9. (Author's collection)



Jimmie Bode, all five angles, checks the East End car at the Babylon yard, preparing to use of the Budd car's regular stop at East Riverhead.

The East Ender

Additional Main Line service with Riverhead as the eastern terminus and Ronkonkoma, Hicksville and Mineola as the western connecting points with other trains was scheduled to begin on September 12. The new operation has been made possible with the delivery during August of the second of our shiny, stainless-steel, air-conditioned Budd cars. The new unit, which was undergoing test runs when the photos on these pages were made, is an all-passenger model, seating 197. The first car, which has been running on the Montauk Branch for several months, is a combination passenger-baggage model.



Jimmie Bode, C. Train at the south end of the new East Ender on one of the four regular runs. Note the new 197 seating in 84 on first observation.



New air heater Babbler on top of East Ender and other new seats. Passengers look cool, refreshed and comfortable in this new streamline service along. Note new fluorescent lighting system.



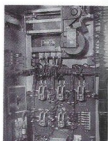
Assistant Road Engineer of Empire Rail Co. gives the once-over to the latest arriving one of the two dials on the second East Ender Budd car before its first test run. Notice this that this car was immediately put into service on the regular run.



Several other hundred one of seats in corner of new East Ender must be checked by inspection when Budd cars are operated as a single unit train.



The streamlined passenger car was first tested at one end of the new Budd car. It now has operation, back, air conditioning and lights.



Here is more of the seats. East Ender operates an airtight closed system. Also notice that other the drive of conventional type dual suspension.

LONG ISLAND RAILROADER—SEPTEMBER, 1955

LONG ISLAND RAIL ROAD

NEW MAIN LINE - EAST ENDER - EFFECTIVE SEPTEMBER 12, 1955

CONSULT REGULAR TIMETABLES FOR ADDITIONAL SERVICE

(Experimental - Subject to Change)

MONDAYS TO FRIDAYS, Incl., except HOLIDAYS SATURDAYS, SUNDAYS and HOLIDAYS

STATION	MONDAYS TO FRIDAYS, Incl., except HOLIDAYS				SATURDAYS, SUNDAYS and HOLIDAYS			
	AM	PM	PM	PM	AM	PM	PM	PM
EASTBOUND								
LY NEW YORK (Penn. Sta.)	2:25	15:16	6:18	2:40	2:50	2:59	3:00	2:50
Woodside	6:12	1:33	2:49	7:14	11:58			
Forest Hills	6:21	1:42	2:58	7:24	12:07			
New Garden	6:31	1:52	3:08	7:34	12:17			
LY BROOKLYN (Flatbush Ave.)	6:07	10:42	1:25	1:37	7:05	11:31		
Brooklyn Ave.	6:17	10:52	1:35	1:47	7:15	11:41		
East New York	6:27	11:02	1:45	1:57	7:25	11:51		
Woodhaven	6:37	11:12	1:55	2:07	7:35	12:01		
LY JAMAICA	6:23	11:07	1:45	1:57	7:24	12:07		
Forest Hills	6:32	11:16	1:54	2:06	7:33	12:16		
LY JAMAICA	6:32	11:05	1:48	1:57	7:32	12:15		
Forest Park	6:41	1:16						
LY New Hyde Park	6:48	1:21						
Merillon Avenue	6:52	1:25	2:35	7:45				
Ardena	6:52	1:25	2:35	7:45	12:30			
LY Mineola	6:52	1:30	2:35	7:49	12:30			
Cave Plant	6:55	1:33	2:38	7:52				
Westbury	6:55	1:33	2:38	7:52	12:36			
Ardena	7:05	1:43	2:48	8:02	1:43			
LY Hicksville	7:06	1:49	2:54	8:03	1:45			
Bethpage	7:15	1:58	3:03	8:12	1:54			
Farmingdale	7:25	2:08	3:13	8:21	2:04			
LY Jericho	7:34			8:30	2:13			
Flushing	7:34			8:30	2:13			
Wyandanch	7:30	1:58	3:03	8:27	2:09			
Deer Park	7:40	2:08	3:13	8:37	2:19			
Pine-Air	7:49	2:17	3:22	8:46	2:28			
Central Islip	7:58	2:26	3:31	8:55	2:37			
Ardena	8:07	2:35	3:40	9:04	2:46			
LY Ronkonkoma	8:13	2:41	3:46	9:10	2:52			
Ardena	8:22	2:50	3:55	9:19	3:01			
Yaphank	8:31	2:59	4:04	9:28	3:10			
Calverton	8:40	3:08	4:13	9:37	3:19			
Riverhead	8:49	3:17	4:22	9:46	3:28			

HOLIDAY NOTE—The term HOLIDAYS applies to Nov. 24, Dec. 26, 1955, Jan. 1, Feb. 22 and May 30, 1956.

A—Passengers for Pennsylvania Station transfer at Jamaica.

B—Passengers from Brooklyn transfer at Jamaica.

C—Passengers for Pennsylvania Station and Brooklyn transfer at Jamaica.

H—Passengers for stations east of Hicksville transfer at Hicksville.

BRACKET INDICATES BUDD CAR.

M—Passengers for stations east of Mineola transfer at Mineola.

R—Passengers for stations east of Ronkonkoma transfer at Ronkonkoma.

N—No checked baggage handled on this train.

F—Stops only on signal.

S—Sundays and Nov. 24th, Dec. 26, Jan. 1, Feb. 22 and May 30 only.

L—Saturday only.

NOTE—Train 790 stops on signal at Holbrook—7:03 P.M.; Haverhill—7:06 P.M.

9-8-55

LONG ISLAND RAIL ROAD

NEW MAIN LINE - EAST ENDER - EFFECTIVE SEPTEMBER 12, 1955

CONSULT REGULAR TIMETABLES FOR ADDITIONAL SERVICE

(Experimental - Subject to Change)

MONDAYS TO FRIDAYS, Incl., except HOLIDAYS SATURDAYS, SUNDAYS and HOLIDAYS

STATION	MONDAYS TO FRIDAYS, Incl., except HOLIDAYS				SATURDAYS, SUNDAYS and HOLIDAYS			
	AM	PM	PM	PM	AM	PM	PM	PM
WESTBOUND								
LY RIVERHEAD	8:55	12:50	4:40	7:45	8:45	12:40	4:35	7:40
Calverton	9:04	1:00	4:49	7:54	8:54	12:50	4:44	7:49
Yaphank	9:14	1:10	4:59	8:04	9:04	13:00	4:54	7:59
Ardena	9:24	1:20	5:09	8:14	9:14	13:10	5:04	8:09
LY Ronkonkoma (Lakr Ronkonkoma)	9:30	1:26	5:15	8:20	9:20	13:16	5:10	8:15
LY Ronkonkoma (Lakr Ronkonkoma)	9:30	1:26	5:15	8:20	9:20	13:16	5:10	8:15
LY Mineola	9:30	1:26	5:15	8:20	9:20	13:16	5:10	8:15
Central Islip	9:39	1:35	5:24	8:29	9:29	13:25	5:19	8:24
Deer Park	9:48	1:44	5:33	8:38	9:38	13:34	5:28	8:33
Pine-Air	9:58	1:53	5:42	8:47	9:47	13:43	5:37	8:42
Wyandanch	10:07	2:02	5:51	8:56	9:56	13:52	5:46	8:51
LY Flushing	10:13	2:08	6:00	9:02	10:02	14:00	5:52	9:00
Deer Park	10:22	2:17	6:09	9:11	10:11	14:09	6:01	9:09
Farmingdale	10:31	2:26	6:18	9:20	10:20	14:18	6:10	9:18
Bethpage	10:40	2:35	6:27	9:29	10:29	14:27	6:19	9:27
LY Hicksville	10:43	2:38	6:31	9:33	10:33	14:31	6:23	9:31
Ardena	10:52	2:47	6:40	9:42	10:42	14:40	6:32	9:40
Westbury	11:01	2:56	6:49	9:51	10:51	14:49	6:41	9:49
Cave Plant	11:10	3:05	6:58	10:00	11:00	14:58	6:50	9:58
LY Mineola	11:13	3:08	7:02	10:04	11:04	15:01	6:53	10:01
Merillon Avenue	11:22	3:17	7:11	10:13	11:13	15:10	7:02	10:10
New Hyde Park	11:31	3:26	7:20	10:22	11:22	15:19	7:11	10:19
Ardena	11:40	3:35	7:29	10:31	11:31	15:28	7:20	10:28
Forest Hills	11:49	3:44	7:38	10:40	11:40	15:37	7:29	10:37
LY JAMAICA	11:58	3:53	7:47	10:49	11:49	15:46	7:38	10:46
Forest Park	12:07	4:02	7:56	10:58	11:58	15:55	7:47	10:55
LY BROOKLYN (Flatbush Ave.)	12:16	4:11	8:05	11:07	12:07	16:04	7:56	11:04
Brooklyn Ave.	12:25	4:20	8:14	11:16	12:16	16:13	8:05	11:13
East New York	12:34	4:29	8:23	11:25	12:25	16:22	8:14	11:22
Woodhaven	12:43	4:38	8:32	11:34	12:34	16:31	8:23	11:31
LY NEW YORK (Penn. Sta.)	12:52	4:47	8:41	11:43	12:43	16:40	8:32	11:40

HOLIDAY NOTE—The term HOLIDAYS applies to Nov. 24, Dec. 26, 1955, Jan. 1, Feb. 22 and May 30, 1956.

A—Passengers for Pennsylvania Station transfer at Jamaica.

B—Passengers to Pennsylvania Station and Brooklyn transfer at Jamaica.

H—Passengers from stations east of Hicksville transfer at that point.

BRACKET INDICATES BUDD CAR.

M—Passengers from stations east of Mineola transfer at that point.

R—Passengers from stations east of Ronkonkoma transfer at that point.

N—No checked baggage handled on this train.

F—Stops only on signal.

S—Sundays and Nov. 24, Dec. 26, Jan. 1, Feb. 22 and May 30 only.

9-8-55

East Ender September 8, 1955 schedule. (Author's collection)



EAST ENDER

Experimental Schedule (SUBJECT TO CHANGE)

Eastbound						Westbound					
	Daily	Daily	Daily	Sat.	Daily	Daily	Daily	Sat.	Daily	Daily	Daily
	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
	& Hols.	& Hols.	& Hols.	& Hols.	& Hols.	& Hols.	& Hols.	& Hols.	& Hols.	& Hols.	& Hols.
NEW YORK (Penn. Sta.)	Lv 2:8	2:8	2:8	2:8	SOUTHAMPTON	Lv 11:55	12:5	12:5	12:5	12:5	12:5
BROOKLYN (Flat. Ave.)	Lv 2:26	2:26	2:26	2:26	HAMPTON BAYS	Lv 11:46	12:46	12:46	12:46	12:46	12:46
JAMAICA	Lv 2:39	2:39	2:39	2:39	QUOSSER	Lv 11:53	12:53	12:53	12:53	12:53	12:53
BABYLON	Lv 2:54	2:54	2:54	2:54	WESTHAMPTON	Lv 11:58	12:58	12:58	12:58	12:58	12:58
BAYSHORE	Lv 3:09	3:09	3:09	3:09	SPEONK	Lv 12:03	13:03	13:03	13:03	13:03	13:03
BAYVILLE	Lv 3:24	3:24	3:24	3:24	MASTIC	Lv 12:13	13:13	13:13	13:13	13:13	13:13
PATCHOGUE	Lv 3:39	3:39	3:39	3:39	PATCHOGUE	Lv 12:23	13:23	13:23	13:23	13:23	13:23
SPEONK	Lv 3:54	3:54	3:54	3:54	BAYVILLE	Lv 12:33	13:33	13:33	13:33	13:33	13:33
BABYLON	Lv 4:09	4:09	4:09	4:09	BAYSHORE	Lv 12:43	13:43	13:43	13:43	13:43	13:43
BAYSHORE	Lv 4:24	4:24	4:24	4:24	BROOKLYN (Flat. Ave.)	Lv 12:53	13:53	13:53	13:53	13:53	13:53
BAYVILLE	Lv 4:39	4:39	4:39	4:39	NEW YORK (Penn. Sta.)	Ar 12:55	13:55	13:55	13:55	13:55	13:55
PATCHOGUE	Lv 4:54	4:54	4:54	4:54							
SPEONK	Lv 5:09	5:09	5:09	5:09							
BABYLON	Lv 5:24	5:24	5:24	5:24							
BAYSHORE	Lv 5:39	5:39	5:39	5:39							
BAYVILLE	Lv 5:54	5:54	5:54	5:54							
PATCHOGUE	Lv 6:09	6:09	6:09	6:09							
SPEONK	Lv 6:24	6:24	6:24	6:24							
BABYLON	Lv 6:39	6:39	6:39	6:39							
BAYSHORE	Lv 6:54	6:54	6:54	6:54							
BAYVILLE	Lv 7:09	7:09	7:09	7:09							
PATCHOGUE	Lv 7:24	7:24	7:24	7:24							
SPEONK	Lv 7:39	7:39	7:39	7:39							
BABYLON	Lv 7:54	7:54	7:54	7:54							
BAYSHORE	Lv 8:09	8:09	8:09	8:09							
BAYVILLE	Lv 8:24	8:24	8:24	8:24							
PATCHOGUE	Lv 8:39	8:39	8:39	8:39							
SPEONK	Lv 8:54	8:54	8:54	8:54							
BABYLON	Lv 9:09	9:09	9:09	9:09							
BAYSHORE	Lv 9:24	9:24	9:24	9:24							
BAYVILLE	Lv 9:39	9:39	9:39	9:39							
PATCHOGUE	Lv 9:54	9:54	9:54	9:54							
SPEONK	Lv 10:09	10:09	10:09	10:09							
BABYLON	Lv 10:24	10:24	10:24	10:24							
BAYSHORE	Lv 10:39	10:39	10:39	10:39							
BAYVILLE	Lv 10:54	10:54	10:54	10:54							
PATCHOGUE	Lv 11:09	11:09	11:09	11:09							
SPEONK	Lv 11:24	11:24	11:24	11:24							
BABYLON	Lv 11:39	11:39	11:39	11:39							
BAYSHORE	Lv 11:54	11:54	11:54	11:54							
BAYVILLE	Lv 12:09	12:09	12:09	12:09							
PATCHOGUE	Lv 12:24	12:24	12:24	12:24							
SPEONK	Lv 12:39	12:39	12:39	12:39							
BABYLON	Lv 12:54	12:54	12:54	12:54							

East Ender April 10, 1955 schedule leaflet. (Author's collection)

TRANSFERS

- A PCCs FROM OR TO PENN. STA. TRANSFER AT JAMAICA.
- B PCCs FROM OR TO BROOKLYN TRANSFER AT JAMAICA.
- Z PCCs FROM OR TO NEW YORK, BROOKLYN AND JAMAICA TRANSFER AT BABYLON.

April 10, 1955

NOTE—LEAVE PLATBUSH AVE. 6:03 P.M. SAT., 6:14 P.M. SUN.

When the all-coach RDC-1 3101 arrived in late summer 1955 and replaced the RDC-2, the "ping" coach was no longer needed. Here the eastbound *East Ender* leaves Babylon Station, still on the ground in 1955, rolling across Deer Park Ave. under the watchful eyes of the local gateman. An MU train is in the station, behind the RDC and "ping." (Dave Morrison collection)



Sometime in 1956 an eastbound "Scoot" has just left Babylon Station and is passing Babylon Tower after connecting with a MU train from New York City. This scene changed drastically with a major grade crossing improvement project completed about a decade later. (Ron Ziel collection)





This 1957 RDC fantrip had to move very, very slowly here on the freight-only Evergreen Branch, with pedestrians, auto traffic, even parked cars and trucks along the right-of-way. Perhaps calling this the Evergreen Branch, once a narrow gauge double-tracked line, was the ultimate oxymoron, judging by everything around the two RDCs. (Malcolm Young photo)

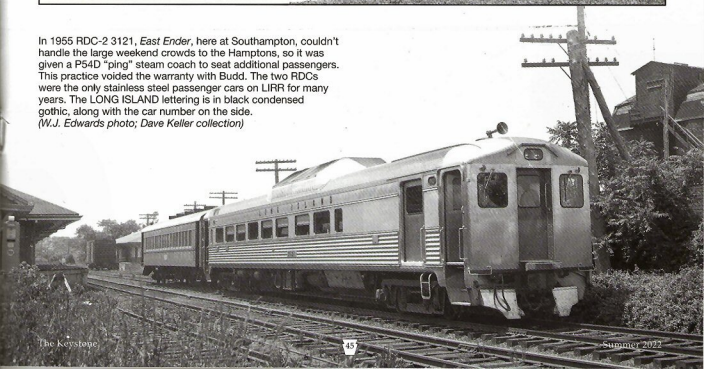


RDC-1 3101 has stopped under the elevated BMT Myrtle-Wyckoff station in Ridgewood, Queens, on a fantrip on April 27, 1957. The two RDCs are on the Evergreen Branch, an obscure, freight-only branch in Brooklyn and Queens that was once the main line to Manhattan Beach. (Malcolm Young photo)

Newton Lane in East Hampton. RDC-1 3101 is sitting for this photograph, probably taken sometime in 1956. The all-coach self-propelled car had seating for 107 passengers. (Ron Ziel collection)



In 1955 RDC-2 3121, *East Ender*, here at Southampton, couldn't handle the large weekend crowds to the Hamptons, so it was given a P54D "ping" steam coach to seat additional passengers. This practice voided the warranty with Budd. The two RDCs were the only stainless steel passenger cars on LIRR for many years. The LONG ISLAND lettering is in black condensed gothic, along with the car number on the side. (W.J. Edwards photo; Dave Keller collection)





Railfan Extra 3101 East moves past "B" Tower in Bethpage on June 21, 1959.
(Gene Collora photo)



A crowded right-of-way, as a fantrip stops at Palmetto St. in Ridgewood, Queens, on the freight-only Evergreen Branch, on September 9, 1956. (Rolf H. Schneider photo; Dave Keller collection)



Mainline East Ender moves east past the old wooden Divide Tower in Hicksville. (John Krause photo)



RDC-2 3121, East Ender, at Riverhead Station in 1956. Note the orange storm door and neat, script "East Ender" lettering. (Dave Morrison collection)



In the early 1960s at Babylon Station, the "Scoot" to Patchogue has coupled to BM62B 7743 for its run east, after it was set out from the MU train that delivered it. (*Malcolm Young photo*)



The "Scoot," with its mail car, leaves Babylon Station for Patchogue, where the mail will be unloaded and the car returned west. LIRR carried mail until 1965, when its contract ended and all mail cars on the railroad, including this one, were scrapped. Note the sooty roofs of the mail car and RDCs. (*Malcolm Young photo*)

LIRR RDC Regular Assignments

Eastbound:

Babylon to Southampton, later extended to East Hampton, "EAST ENDER"

Mineola to Riverhead, "MAINLINE EAST ENDER"

Hicksville to Riverhead, "MAINLINE EAST ENDER"

Babylon-Patchogue, "Scoot" service

Jamaica-Oyster Bay

Westbound:

Southampton (later East Hampton) to

Babylon, "EAST ENDER"

Riverhead to Mineola, "MAINLINE EAST ENDER"

Riverhead to Hicksville, "MAINLINE EAST ENDER"

Riverhead to Ronkonkoma, "MAINLINE EAST ENDER"

Patchogue-Babylon, "Scoot" service

Oyster Bay-Jamaica



This fantrip couldn't have gotten much closer to the float bridge just east of RDC-2 3121 at Bay Ridge Yard in 1956. Freight trains were assembled here for New Haven electrics to move to New England after cars were floated from PRR Greenville Yard. LIRR BB3 units put trains together, but in later years ALCo diesels handled these chores, when the catenary in the yard was de-energized. It must be high tide; notice how high the float bridges have been raised. (Author's collection)

3101 and 3121 at Babylon Station, c.1957. Unlike LIRR's conventional fleet of control motor cars, the RDCs had windows in the doors that could be opened, as shown here. The "1" within the circle indicates this was the first of 222 newly purchased cars, beginning in 1955. Note the high-level wooden platforms. Babylon Station was still on the ground at this time, but it would be elevated within a few years.

(Dave Morrison collection)



In 1957 the RDCs are west-bound, west of Babylon, on the Central Branch, at the Great Neck Road grade crossing. At the time the crossing had no flashing lights or gates, just the warning diamond sign. *(Jules Krzenski photo; Dave Keller collection)*



Headed east to Montauk, with the RDC-2 leading the way, this appears to be another fantrip, perhaps on February 22, 1961.

The extra is running through the desolate scenery near the terminus at Montauk. Railfans are enjoying their view at the head-end open baggage compartment door. This is part of the reason why the RDCs were so popular with railfans, if not commuters. *(Author's collection)*



Continued from Page 40

and then coupled onto the "Scoot." It would go back east via the RDC's and an MU train to Pennsylvania Station. The BM62B made two round-trips a day.

Probably the most unusual run was when Gimbel's Department Store chartered one RDC to take buyers from Jamaica Station to their warehouse sale in Degnon Terminal in Long Island City, a large industrial park with a number of tracks. It was on the freight-only Montauk Branch. The special train left Jamaica west on the main line, operated over the Montauk Cut-off, then changed direction to access the terminal and the warehouse. Not to be outdone, Macy's, too, had a nearby warehouse, so both stores benefited from the special train, which was run several times.



For this night, the RDC's provide service to Oyster Bay. It's September 20, 1958 and this train is waiting for its connections from New York City and Brooklyn. (Gene Collora photo)

Tragedy

The 12 years of service by the RDCs came to a sudden, spectacular end in a terrible accident with tragic loss of life.

The pair were operating as Train 204 along the main line to Greenport on October 18, 1967. 3101 was at the east end, leading, with engineman Patsy Molere and fireman Ken Correll. Fireman Correll, a qualified engineman, was at the controls. He had just left Holtsville Station, and sounded his horn for the approaching grade crossing at Blue Point Road. The crossing had no gates, flashing red signals, or warning bell, but was protected by a warning sign some distance from the crossing, painted indications on the pavement at the crossing, and a crossbuck.

A semi-dump truck loaded with 60,000 pounds of asphalt, involved with the construction of the Long Island Expressway, entered the crossing at slow speed, but without stopping, into the path of the speeding RDCs. Molese yelled "Get out!" to Correll, who applied the brakes, but it was too late. Correll dived into the passenger compartment just before impact, but Molese did not. The steel framing and stainless steel skin of the RDC was not enough to protect him. Molese, a popular and well-known employee, was killed by the impact. Correll and ten passengers were injured.

The end of the car had to be cut apart to remove Molese. The 71-year-old had begun his railroad career on PRR in 1910, when he was 14. He began as a fireman on LIRR on August 18, 1920, and was promoted to engineman on April 15, 1922. He reportedly hated handling the Budd cars, claiming they were unsafe. He was eligible for retirement, but apparently really liked what he did, preferring not to retire and stay home.



The Transit Improvement Association's special train sits partially on the pier at Greenport c.1957 or 1958, before the tracks and pier were removed on the water. The tracks then ended adjacent to the station. The Greenport station building, at the left, still stands, and is a maritime museum. A nearby freight house has been restored and houses the Railroad Museum of Long Island. (Dave Morrison collection)

After the accident, the Brotherhood of Locomotive Engineers stated that their members would not operate the two RDCs. Both went into storage.

The Electric Railroaders Association had scheduled an RDC fantrip for November 11 of that year, but due to the accident, the railroad substituted a coach and parlor cars, keeping the same itinerary.

In a feature that appeared on page 3 of the November 2, 1967 issue of the *Long Island Railroader*, a short news story stated: "It is with deep regret that we report the recent death of Engineer Patrick Molese in an accident. Our sympathy to the family."

Any Future?

It was said that PRR, which was still operating LIRR at the time, didn't like RDCs. PRR men were traditional railroaders whose concept of a train was a locomotive and passenger cars, not a self-propelled unit. This is surprising, considering the electric MU operation that LIRR (and PRR) always had.

There were also performance issues. The RDC's transmissions were difficult to maintain and repair, and the cars were always located far from the railroad's Morris Park Shops. This did not endear them to the mechanical department and operating men. The railroad's practice of having them haul additional cars did not help, either, and had put more wear on them.

Continued on Page 54

TODAY'S SCHEDULE

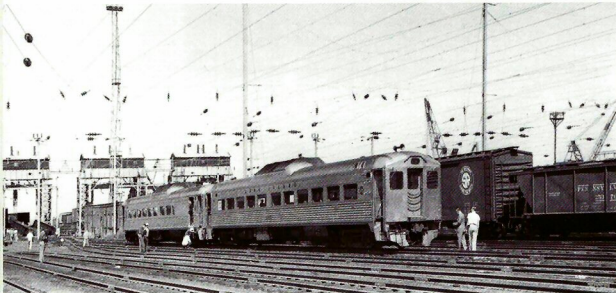
S indicates scheduled Stop for this train.

PS Photo Stop for the benefit of Photographers aboard.

Lv.	S	9:30 AM	Jamaica
		9:37 AM	Queens
		9:43 AM	Nassau
		9:58 AM	Locust
Arr.	PS	10:05 AM	Oyster Bay
Lv.		10:15 AM	Oyster Bay
		10:22 AM	Locust
Arr.	S	10:37 AM	Nassau
Lv.		10:47 AM	Nassau
Lv.	PS	11:00 AM	Hicksville
		11:05 AM	3
Arr. Lunch	PS	11:17 AM	Babylon
		(sky in yard)	
Lv.		12:35 PM	Babylon
		1:17 PM	Port
Arr.	PS	1:26 PM	Valley Stream
Lv.		1:34 PM	West Hempstead
Arr.	PS	1:44 PM	West Hempstead
Lv.		1:51 PM	Valley
		2:01 PM	Jamaica
Arr.	PS	2:11 PM	Fond
Lv.		2:23 PM	Fond
		2:36 PM	Frement
		2:41 PM	NJ
Arr.	PS	3:01 PM	Bay Ridge
Lv.		3:11 PM	BayRidge
		3:26 PM	NJ
		3:36 PM	Frement
		3:56 PM	Fond
		4:03 PM	Bliss
Arr.	PS	4:16 PM	Long Island City
Lv.		4:26 PM	Long Island City
Arr.	PS	4:30 PM	Hunterspoint Ave.
Lv.		4:40 PM	Hunterspoint Ave.
		4:44 PM	Harris
		4:47 PM	Wia
Arr.	S	4:57 PM	JAMAICA

THANK YOU FOR COMING ON OUR TRIP

Schedule for an RDC fantrip of June 23, 1963.
(Bill Madden photo; Jeff Erlitz collection)



With three of the four float bridges in view behind this railfan special, Bay Ridge Yard was a popular destination for the RDCs and other fantrips, since passenger trains did not serve this location, although in years past it did have passenger service. Freight cars moved on and off car floats here to and from PRR's Greenville Yard, across the harbor, in New Jersey, then were assembled into trains for travel to New England via the New Haven. (Dave Morrison collection)



The RDCs are laying over on the Atlantic Branch westbound Track 1 at Valley Stream Station on June 23, 1963; they're probably on a fantrip, waiting for their next move through Valley Interlocking. The two tracks of the Babylon/Montauk Branch are to the right. (Dave Morrison collection)



A strange coupling of this consist at Long Island City. The coach end of the RDC-2 faces east, while the fantrip is paused at the short station here at Long Island City. Manhattan is in the background. (Dave Morrison collection)

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There was some talk of RDC-1 3101 being restored and converted to an inspection car. Instead, it was sold to Sarnelli Brothers in December 1971 for scrap, moved to Corona Yard and cut up.

The operable RDC-2 had a much more interesting history, and left LIRR. In August 1968 it was traded to B&O for observation car *Nappanee*, which was used in east-end parlor service. LIRR 3121 became B&O 1972 (then 9921 and finally, 9931). It was resold to the Maryland Department of Transportation, circa 1976, becoming MDOT 9821, with 3/2 seating again added in August 1980. General Electric rebuilt the car at its Hornell facility in March 1981. It received wreck damage in 1982, was removed from service by 1987, and was stored until December 1989.

Budd would build many more cars for LIRR only a year later, with the introduction of the Metropolitan M1 MU

fleet, replacing the railroad's aging and worn-out fleet, beginning in late 1968, when it was under State of New York ownership and operated by the Metropolitan Transportation Authority. The first new train of M1 cars operated by late December 1968.



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A two-car fantrip of March 23, 1958 stopped at Brett Lithographing Co. at Long Island City. (Author's collection)



A strange coupling of this consist at Long Island City. The coach end of the RDC-2 faces east, while the fantrip is paused at the short station here at Long Island City. Manhattan is in the background. (Dave Morrison collection)