

- Nov. 14:** Train consisting of a sweeper and three trolley cars being returned to the Huntington R.R. from Morris Park shops derails at 222nd Street, Queens Village, ripping up third rail. Three trolleys saved but sweeper burned up.
- 1915 Feb. 3:** Westbound local electric jumped the track at Clarenceville and tore up 100 feet of third rail.
- Mar. 23:** Freight engine shifting cars near McNeil Blvd., Far Rockaway, sideswipes a box car, derailing it.
- Jun. 5:** Three rear cars of a freight train, backing down the Old Northport Branch, jump the track and topple over embankment.
- Sept. 1:** Amagansett Express crashes into rear end of Speonk local half a mile west of Eastport, telescoping rear car.
- Sept. 21:** Rear truck of last car of a freight jumps track just west of Bridge Street crossing on Whitestone Branch.
- Nov. 26:** During heavy fog two electric trains collide at Jamaica station followed by a second minor collision. Four seriously hurt—10 injured.
- 1916 May 27:** Wading River train runs onto a siding full of empty cars 300 feet east of Hillside station. Rear car telescoped and 14 passengers slightly injured.
- Nov. 26:** Collision at Jamaica; 14 hurt.

Passenger Cars

- 1-50** *Jackson & Sharp 1875, 1877 & 1879*; 50 coaches; 51'11" length; seating 58. All retired before 1913 except 17 scrapped before 1906
28 to Maintenance of Way 103 in Aug. 1891
34 became baggage-express 691 on Jun. 27, 1906
- 51-66** *Jackson & Sharp 1879*; 16 coaches; 56' length; seating 62. All retired by 1913.
- 67-86** *Bowers, Dure & Co. 1882*; 20 closed cars; 56'10" length; seating 60. delivered Apr. 1-15, 1882. All retired before 1913.
- 87-98** *Gilbert & Bush 1883*; 12 coaches; 60'½"; seating 62. All sold Jan. 1, 1917 to Georgia Car & Locomotive Co. except 87 which became MW work caboose 108 in Dec, 1916. Scrapped before 1924.
- 99-111** *Jackson & Sharp 1883*; 25 coaches; 58'6" length; seating 62. Ordered Nov. 1882; delivered before Sept. 1883
99 to MW work caboose 126 on May 20, 1912; scrapped before 1924.
100 Retired between 1915 and 1927
101-111 sold to Georgia Co. Jan. 1917.
- 112-131** *Gilbert & Bush 1888*; 20 coaches; 58'3" length; seating 62; 16 windows. Ordered Feb. 1888; received June 1888.
112-121 sold to Georgia Car & Locomotive Co. Nov. 1924
122,126,129,130 sold to Georgia Co. Sept. 1925
123,124,125,127 sold to Georgia Co. Oct. 1925
128,131 sold to Georgia Co. Aug. 1925
- 132-151** *Pullman Car Co. 1890*; 20 coaches; 58'3" length; seating 62. #136 scrapped Sept. 1, 1915
132, 133, 134, 140, 141, 143, 144: sold to Georgia Co. Aug. 1925
135, 142, 145, 148, 149, 150, 151: sold to Georgia Co. Sept. 1925
137, 138, 139, 146, 147: sold to Georgia Co. Oct. 1925
- 152-167** *Jackson & Sharp 1891*; 15 coaches; 58'2" length; seating 62. Ordered May 1891; delivered July 1891.
158 scrapped Oct. 20, 1913
156 sold to Georgia Co. July 1917

- 160, 161, 162, 166 sold to Georgia Co. Aug. 1925
 152-155, 157, 159, 163-4, 167 sold to Georgia Co. Sept. 1925
 165 sold to Georgia Co. Oct. 1925
- 168-177 *Jackson & Sharp 1893*; 10 closed cars; 64'9" length; seating 72. All sold to Georgia Car & Locomotive Co. Dec. 1925
- 178-228 *Pullman Car Co. 1894*; 51 coaches; 64'6" length; seating 72. Ordered Jan. 1892 & May 1893; delivered April & May 1894. 181 scrapped Jun. 13, 1906
 178,179,182,183,185,186,188,190,193,197,199,200,202,206 sold to Georgia Car & Locomotive in June 1927
 203, 226 sold to Georgia Co. Dec. 1927
 189, 195 sold to Georgia Co. Sept. 1928
 207, 208, 209, 211-219, 221, 223, 225, 227, 228 sold to Georgia Co. July 1927
 184 to MW 124 in Dec 1927
 187 to MW 104 in Dec 1927
 191 to MW 181 in Dec 1927
 192 to MW 136, no date
 194 to MW 101 in Dec 1927
 196 to MW 121 in Dec 1927
 198 to MW 118 in Dec 1927
 201 to MW 114 in Dec 1927
 204 to MW 137 in Dec 1927
 205 to MW 305 in Dec 1927
 210 to MW 117 in Dec 1927
 220 to MW 131 in Dec 1927
 222 to MW 301 in Dec 1927
 224 to MW 302 in Dec 1927
- 229-258 *Wason 1899*; 30 coaches; 65'0" length; seating 72. Ordered Feb. 1899; delivered Apr.-July 1899. 19 windows.
 234 scrapped June 13, 1906
 230,231,236,239 sold to Georgia Car & Locomotive Co. July 1927
 229, 232, 235, 237, 238, 240: sold to Georgia Co. Dec. 1927
 245, 246, 248-258: sold to Georgia Co. Feb. 1928
 233, 241: sold to Georgia Co. Apr. 1928
 242, 243, 244, 247: sold to Georgia Co. Sept. 1928
- 259-274 *American Car & Foundry Co. 1902*; 16 coaches; 60'11" length; seating 62.
 260 to MW 119 in Nov. 1927
 261 to MW 180 in Nov. 1927
 264, 271 scrapped July 29, 1907
 263, 267 sold to Georgia Co. June 1927

- 259, 262, 265, 266, 270, 272-274 sold to Georgia Co. Apr. 1928
 268,269 sold to Georgia Co. Sept. 1928
- 300-309 *American Car & Foundry Co. 1902*; 10 vestibuled coaches; 62'6" length; seating 62; called 'PK' coaches by crews; assigned by PRR to LIRR.
 301 sold to Georgia Co. June 1927
 300,302,303,304,305 converted to MW in June 1927
 306, 309 converted to MW in Dec. 1927
- 310-311 *Penn R.R. 1906*; two vestibuled coaches; 54'9¼" length; seating 62. The Annual Report of 1906 says 'Built to replace two destroyed by fire.'
 310 to MW 133 in Dec. 1925
 311 to MW 125 in Dec. 1925
- 312-313 *Penn R.R. 1907*; two vestibuled coaches; 54'9¼" length; seating 62.
 312 to MW 129 in Jan. 1925
 313 sold to Georgia Car & Locomotive Co. June 1927

The following are New York & Rockaway Beach R.R. coaches, originally numbered 101-152 in 1880. Renumbered by LIRR in 1887 to 177-228, but lettered always "New York & Rockaway Beach." All transferred to LIRR roster in 1898 and renumbered 401-452 to avoid duplication.

- 177-187 *Jackson & Sharp 1880*; 11 coaches; 61'4" length; seating 66. Renumbered 401-411 in 1898. On Jan. 1, 1920 all 400's were preceded by a zero.
 401-403 Retired 1916
 0404 to MW 116 on Sept. 11, 1922
 0405 to MW 102 on Jun. 14, 1923
 0406 to MW 112 on Jun. 14, 1923
 0407 to MW 141 on Jun. 26, 1923
 0408 retired Jan. 1927
 0409 to MW 140 on Jun. 15, 1923
 0410-0411 Retired Jan. 1927
- 188-207 *Harlan & Hollingsworth 1880*; 20 coaches; 61'0" length; seating 60. (412-431)
 Renumbered 412-431 in 1898. On Jan. 1, 1920 all 400's were preceded by a zero.
 0412 retired 1922
 0413 scrapped Nov. 1922
 0414 to MW 113 on Jun. 14, 1923
 0415 to MW 143 on Jun. 14, 1923
 0416 to MW 105 on Jun. 14, 1923
 0417 scrapped July 1925
 0418 retired Aug. 20, 1910
 0419 to MW 115 on Jun. 14, 1923

- 0420 to MW 142 in Dec. 1923
 0421 to MW 300 in June 1924
 0422 sold to Georgia Co. July 1924
 0423 retired Mar. 1927
 0424 retired Dec. 1923
 0425 to MW 123 in May 1923
 0426 to MW 144 in June 1924
 0427 retired June 1924
 0428 became office in L.I. City yard 1920
 0429 retired Jan. 1927
 0430 retired Nov. 1924
 0431 sold to Georgia Co. July 1924
- 208-217 *Bowers, Dure & Co. 1880*; 10 coaches; 60'2" length; seating 62.
 (432-441) Renumbered 432-441 in 1898. On Jan. 1, 1920 all 400's were preceded by a zero.
 0432 retired May 1923
 0433 retired June 1920
 0434 to MW 134 in June 1920
 0435 retired June 1924
 0436 to MW 132 in May 1923
 0437 to MW 130 in June 1919
 0438 sold to Georgia Co. June 1924
 0439 sold to Georgia Co. July 1924
 0440 retired June 1919
 0441 to MW 127 in June 1919
- 218-228 *Gilbert & Bush 1880*; 11 coaches; 60'8" length; seating 62. Renumbered 442-452 in 1898. On Jan. 1, 1920 all 400's were preceded by zero.
 (442-452) 0442-1444, 0447, 0449-0450, 0452 sold to Georgia Co. in July 1924
 0445 retired Dec. 1922
 0446 to MW 128 on Jun. 14, 1923
 0448 to MW 138 on Jun. 14, 1923
 0451 retired Oct. 14, 1922
- 229-243 *Gilbert & Bush 1888*; 15 coaches; 61'4" length; seating 62.
 (453-467) 453-455, 457-467 sold to Georgia Car & Locomotive Co. July 1924
 456 sold to Georgia Car & Locomotive Co. Jan. 1927
- 244-253 *Jackson & Sharp 1893*; 10 coaches; 64'5" length; seating 68. All sold to Georgia Car & Locomotive Co. Dec. 1925
 (468-477)

The following begin the steel passenger cars:

- 314-343 *American Car & Foundry 1911*; 30 closed cars; first steel non-electric 17 windows; class P-54A; sliding end doors and diaphragms
 344-358 *American Car & Foundry 1912*; 15 closed cars; class P-54A; sliding end doors and diaphragms.
 359-370 *American Car & Foundry 1914*; 12 closed cars; class P-54A; sliding end doors and diaphragms

COMBINES

- 493-498 *Builder & date uncertain*; 6 combines used on N.Y. & Rockaway Beach R.R.; 52'4" length; seating 34; all retired before 1913.
- 501-520 *Pullman 1898*; 20 combines; 66'6" length; seating 46.
 501 retired before 1915
 502 retired between 1915 and 1924
 503-505, 507-509, 511, 513, 515, 517-520 sold to Georgia Co. Oct. 1926
 506 rebuilt to coach 73 between 1915 and 1925; retired Dec. 1926
 510 rebuilt to coach 75 between 1915 & 1925; to MW 297 in June 1925; sold to Georgia Co. March 1927
 512 sold to Moscow, Camden & St. Augustine R.R., Texas, 1927
 514 rebuilt to coach 76 between 1915 & 1925; sold to Georgia Co. Jun. 1927
 516 rebuilt to coach 74 between 1915 & 1925; to MW 296 in June 1925; sold to Georgia Co. March 1927.
- 521-530 *Wason 1899*; 20 combines; 66'6" length; seating 46. All except 562 were rebuilt to passenger coaches in 1916.
 561-570
- | | |
|-----------|--------------------------|
| 521 to 72 | 561 to 54 |
| 522 to 71 | 562 scrapped before 1913 |
| 523 to 70 | 563 to 55 |
| 524 to 69 | 564 to 56 |
| 525 to 68 | 565 to 57 |
| 526 to 67 | 566 to 58 |
| 527 to 66 | 567 to 59 |
| 528 to 65 | 568 to 60 |
| 529 to 64 | 569 to 61 |
| 530 to 63 | 570 to 62 |
- All sold to Georgia Co. Dec. 1926
- 531-553 *Builder & Date uncertain*; 23 combines; 52'3" length; seating 38. All retired by 1913.

- 554 *Jackson & Sharp 1889*; 68'2" length; seating 42. Rebuilt to coach 47 between 1913 & 1915. Retired Dec. 1925
- 555-556 *Pullman 1890*; two combines; 68'6" length; seating 42. Both rebuilt to coaches between 1913 and 1915 and both retired Dec. 1925
555 became coach 48; 556 became coach 49.
- 557-560 *Jackson & Sharp 1891*; four combines; 68'3½" length; seating 42. All rebuilt to coaches before 1915 and all retired Dec. 1925.
557 to coach 50 559 to coach 52
558 to coach 51 560 to coach 53
- 571-573 *Pullman 1902*; three vestibuled combines; 67'8" length; seating 48; all rebuilt to coaches between 1913 and 1925 and sold to Georgia Co. July 1927.
571 to coach 275; 572 to coach 276; 573 to coach 277
- 574 (609) *Penn R.R. 1907*; one 6-wheeled vestibuled combine; length 69'4"; seating 48. The Annual Report of 1907 refers to this car as a 'replacement'. Renumbered about 1914 to 609
- 600-602 *Pullman 1902*; three vestibuled combines; 69'4" length; seating 48. All sold to Georgia Car & Locomotive Co. Oct. 1926.
- 603-608 *Penn R.R. 1905*; six 6-wheeled vestibuled combines; 69'4" length; seating 48. Sold to LIRR 1905; all sold to Georgia Co. as follows: 603-605 in Oct. 1926; 606 in April 1928; 607-608 in Dec. 1927
- 610-618 *Penn R.R. 1908*; nine 6-wheeled vestibuled combines; 69'4" length; seating 48. Sold to LIRR in 1909. All converted to maintenance of way in 1927 except 614 which was sold to Georgia Co. Dec. 1927
610 to MW 292 615 to MW 319
611 to MW 293 616 to MW 316
612 to MW 294 617 to MW 317
613 to MW 295 618 to MW 318
- 976-977 Builder & date unknown; two combines for use on the Rapid Transit and elevated. 42'0" length; seating 32. May have been ex-Rapid Transit coaches 842 and 876
- 619-623 *American Car & Foundry 1911*; five steel combination cars. Class PB-54.
- 624-626 *American Car & Foundry 1914*; three steel combination cars; class PB-54A.
- 627 *American Car & Foundry 1917*; one steel combination car; class PB-54B.

Remarks: 1908- 11 passenger & baggage cars "disposed of"
1909- 3 passenger & baggage cars broken up

1910- four combination cars badly burned in Long Island City yard fire of Aug. 20, 1910, but pronounced "rebuildable". One combination steam coach was converted into baggage motor car #517 on the Huntington trolley line in March 1910

BAGGAGE AND EXPRESS CARS

- 499-500 Builder & date unknown; 45'4" length; all retired before 1913.
- 641-650 *American Car & Foundry 1916*; 10 steel baggage cars; 40' length; B-40
- 651-676 (old) Builder & date unknown; 51'9" length; all scrapped probably 1908-09.
- 651-670 (new) *American Car & Foundry 1914*; 20 steel baggage cars; class B-40
- 677-679 *Gilbert & Bush 1884*; 52'5" length
677-678 scrapped probably 1908-09
679 sold to Georgia Car & Locomotive Co. June 1927
- 680 *Ohio Falls Car Co. 1895*; 67'11". Called "horse palace car" because it was used to transport the carriage horses of wealthy men to their summer estates on the island. Burned up in Long Island City yard fire of Aug. 20, 1910.
- 681-690 (old) Builder & date unknown; 42'0" length; all scrapped probably 1908-09 or burned in L.I. City yard fire of Aug. 20, 1910.
- 682-691 (new) *American Car & Foundry 1910*; 10 steel baggage cars; class B-62
- 691 *Jackson & Sharp 1875-79*; length 51'11"; passenger car 34 was converted to baggage car 691 on June 27, 1906. Disappeared before 1913.
- 675-678 Eleven milk cars, all converted from Box cars in Aug. 1915.
- 680-681 Fitted with insulated interiors for transport of milk cans; had end doors.
671 from box 3333; scrapped Aug. 1929
672 from box 3350; to MX 254 before 1922
673 from box 3352; to MW 241 before 1924
674 from box 3353; to MW 242 before 1924
675 from box 3354; scrapped about 1929
676 from box 3355; transferred to freight car in 1928

677 from box 3356; scrapped 1930-32.
 678 from box 3408; scrapped about 1930
 680 from box 3434; scrapped 1930-32
 681 from box 3260; scrapped 1929-32.

692-701 *Pullman 1902*; five 6-wheeled baggage cars; 67'8" length
 692-698 retired Oct. 1928 700 retired May 1928
 699 retired before 1913 701 retired Oct. 1928

702-705 *Penn R.R. 1907*; four 6-wheeled baggage cars; 64'3" length;
 sold to LIRR 1907; all retired Dec. 1928.

706-714 *Penn R.R. 1908*; nine 6-wheeled baggage cars; 64'3" length;
 sold to LIRR 1908; all retired Dec. 1928; the last wood-
 en cars on LIRR.

Remarks: 1908- 15 baggage-express cars disposed of
 1909- 13 baggage-express cars broken up
 1910- 5 baggage cars reported totally burned up in L.I.
 City yard fire of Aug. 20, 1910. Two cars "rebuildable".

MAIL CARS

721-724 *Builder unknown 1883*; four mail cars; 57'5" length
 721 sold Feb. 1911; 722 retired Apr. 1915; 723-724 sold
 Sept. 1909

725 *Builder unknown 1884*; 52'6" length; Retired Apr. 1915.

726-727 *Bowers, Dure & Co. 1889*; 68'0"
 726 sold Feb. 1912 727 sold Aug. 1910

728 *Pullman 1890*; 64'8" length; sold Feb. 1912

729 *Pullman 1890*; 57'5" length; sold May 1908

730 *Pullman 1894*; 68'2" length; sold to Georgia Co. Aug. 1924

731-732 *Ohio Falls Car Co. 1895*; 68'0" length
 731 sold Aug. 1910; 732 sold to Georgia Co. Aug. 1924

733 *Pullman 1898*; 68'10" length; sold to Georgia Co. June 1927

734-735 *Pullman 1902*; 67'9" length
 734 sold to Georgia Co. Aug. 1924; 735 same June 1927

736 LIRR rebuilt 1906; sold to Georgia Co. Aug. 1924

737 *Penn R.R. 1907*; sold to LIRR 1907; retired Dec. 1928

738 *Penn R.R. 1908*; sold to LIRR 1908; retired Dec. 1928
 737 & 738 last wooden cars on LIRR along with
 706-714.

739-743 *American Car & Foundry 1911*; five steel mail-baggage
 cars; monitor roof; class BM-62

744-747 *American Car & Foundry 1914*; four steel baggage-mail
 cars; monitor roof; class BM-62A

Remarks: 1908- one baggage-mail car disposed of
 1909- two baggage-mail cars broken up
 1910- one mail car badly burned in L.I. City yard fire of
 Aug. 20, 1910 but rebuildable.

PARLOR CARS

751-774 *Pullman 1892*; 24 parlor cars with 6-wheeled trucks; 58'5"
 length; 30 revolving seats.

751, 753, 755-769 retired before 1913

752, 754 retired between 1913 & 1915

770, 771, 773, 774 club cars 1913-1915; then converted to
 regular coaches sold to Georgia Car & Locomotive Co.
 Dec. 1925

772 converted to coach after 1915; then sold to Georgia
 Car & Locomotive in Dec. 1925

775-780 *Pullman or Jackson & Sharp*; date unknown; six 6-wheel
 parlor cars; 58'5" length; 30 revolving seats; all converted
 to coaches 1911-1916.

776-778 scrapped before 1914

775 sold to Georgia Car & Locomotive Co. Dec. 1925

779 sold to Georgia Car & Locomotive Co. Dec. 1925

780 sold to Georgia Car & Locomotive Co. June 1927

781-788 *Barney & Smith 1899*; eight 6-wheeled parlor cars; 72'7"
 length; 45 revolving seats. All converted to coaches
 1911-1916; all sold to Georgia Car & Locomotive Co.
 June 1927.

789-796 *Pullman 1902*; eight vestibuled 6-wheel parlor cars; 78'8"
 length; 41 revolving seats; all converted to coaches
 1911-1916.

789-791, 793, 795 sold to Georgia Co. June 1927

792 to MW 214 in June 1927

794 to air-brake car 26 in June 1927

796 to MW 205 in July 1927

797-808 *Penn R.R. 1906*; twelve vestibuled 6-wheel parlor cars; 57'5"
 length; revolving seats; received May 1906 from PRR for
 Shelter Island and Block Island Expresses.
 797, 799 scrapped 1915

798 sold to Central Islip State Hospital in 1919, for use as hospital car between L.I. City and Central Islip. Used till 1929.

800-808 scrapped between 1913 and 1915

809-818 *American Car & Foundry 1911*; ten steel parlor cars; high monitor roof; large square windows in the end sheets; cost \$15,000 each. Class PP-70

816-818 rebuilt by LIRR into 50-seat club cars in June 1925; new class P-70.

CLUB CARS

819-826 *American Car & Foundry 1913*; eight steel club cars; low monitor roof; 50 wicker chairs facing the aisle; class PP-70; porthole windows in the end sheets.

827-828 *American Car & Foundry 1916*; two steel club cars; low monitor roof; 50 wicker chairs facing the aisle; class PP-70; porthole windows in the end sheets.

830-833 *American Car & Foundry 1917*; four steel club cars; low monitor roof; 50 wicker chairs facing aisle. Class PP-70. Porthole windows in the end sheets.

1677 *Club car "Rockaway"; American Car & Foundry 1914*; 64'5 1/4' length; 9'11 1/4' width; 13'0' height; seating 44. (Electric trailer) Had controls but no motors; hinged end doors

389 *Nassau American Car & Foundry 1913*; monitor roof, steam club car, wicker chairs facing the aisle; two toilets; water cooler, hinged door ends. Class P-54F. Named the "Nassau"; converted in 1917 to a 66-seat coach with two and two plush seating.

391 *American Car & Foundry 1916*; club car "Oyster Bay"; same furnishings as the "Nassau". Class P-54G

390 *American Car & Foundry 1915*; club car "South Shore". Class LP-70A Monitor roof, steam club car; wicker chairs facing the aisle; two toilets, water cooler; hinged door ends; water raising system; window screens in summer. Converted in 1917 to 91-seat coach, class P-70L with two and two plush seating.

RAPID TRANSIT CARS

(for Brooklyn-Hillside & Brooklyn-Rockaway)

801-826 *Jackson & Sharp 1877 & 1879*; 26 coaches; 43'5' length; seating 48. Sold in 1906; already out of use "several years".

827-851 *Gilbert & Bush 1888*; 25 coaches; 46'5' length; seating 48. All except 829 and 842 to the Transit Equipment Co. of NY, a Brooklyn Rapid Transit Co. subsidiary
829 converted to club car in 1901; in 1908 converted for "MU" operation with MP-41 cars with vestibules, couplers, jumpers and head-end controls. Scrapped Aug. 1924.

842 may have been built to elevated baggage car 976

852-876 *Pullman 1898*; 25 coaches; with center doors; 46'7' length; seating 56. All sold in 1917 (except 876) to the Washington, Baltimore & Annapolis R.R. where they became 301-324.

876 may have been rebuilt to elevated baggage car 977; all converted to electric operation in 1905 at Morris Park Shops for use with MP-41's. Vestibules, couplers, jumpers added. Used in the middle of a train only as trailers since they lacked head-end controls.

877-906 *Wason 1899*; 30 coaches with center doors; 46'7' length; seating 56. Built for the Jamaica-Brooklyn Bridge service; all altered 1905 in Morris Park Shops for use as trailers with MP-41 cars. All sold 1917 to the Washington, Baltimore & Annapolis R.R. where they became 325-354

On Nov. 12, 1913 the Public Service Commission ordered the LIRR to use these wooden cars only to maintain schedules

Sept. 15, 1914 Use forbidden altogether

Dec. 1, 1914 LIRR having refused to accept order, new date is set.

Dec. 17, 1914 actual date LIRR discontinued use of these cars

BATTERY CARS

1 *Federal Storage Battery Car Co. Aug. 1911*; arch roof; four wheels; seating 26. Edison-Beach Manufacturing Co. installed

electric wiring and storage batteries. Used on the Bushwick Branch between Bushwick station and Fresh Pond station from April 1, 1911 to about 1913. Then it went to the West Hempstead Br. but it rocked so badly that the crews got seasick and it had to be replaced by #2 and #4. Car #1 came originally with a street railway type single truck. Some time later it was rebuilt in Morris Park shops with continental-type trucks like #2 and #4 and the body was rebuilt below the window sills with straight-side, narrow vertical strips. Scrapped Dec. 30, 1926.

2(*combine*), 4(*coach*)

Brill Car Co. Sept. 1914; arch roof; four wheels; equipped with link and pin couplers and MU jumpers for MU operation. Beach Co. installed electric wiring and storage batteries. Cross seating back to back. Used on the West Hempstead Branch from 1914 to May 1926. Both scrapped July 30, 1927.

MISCELLANEOUS CARS

- A** Builder & date unknown; 53'0" length; destroyed by fire in Morris Park Shops Dec. 29, 1904. In November 1901 the LIRR was reported "building a private presidential car for President Theodore Roosevelt to be used on his trips from Washington to his home at Oyster Bay. to furnish a retreat from sightseers."
- B** Pay car; builder and date unknown; 51'0" length; seating 11. Destroyed by fire in Long Island City yard fire of Aug. 20, 1910.
- E** Hospital car, builder & date unknown; 52'1" length; made from a combine in January 1901 to carry insane patients to Kings Park.
Destroyed by fire in Long Island City yard fire of Aug. 20, 1910.
- 3** Pay car, Penn R.R. 1910. A replacement for "B". Renumbered to 8 during World War I. Sold Nov. 1924.
- (8)**
- 39** Business car; Pullman Car Co. Aug. 1909; 51'11" length; Probably a replacement for A. It had observation platform. Renumbered to 100 on Nov. 23, 1925. Sold to the Penn R.R. 1929.
- (100)**

- 600** Business car. Probably Pullman 1902; a combine used by General Superintendent J. A. McCrae, fitted up elegantly enough to be used by Pres. Theodore Roosevelt's party to the funeral of Secretary Hays in July 1905. The LIRR report for 1909 mentions that "one officer's car was destroyed and replaced."
- 200** Business car; Jackson & Sharp, date unknown; 62'6" length; seating 26. Used by President Potter and President Peters for inspection trips all over the LIRR and is known to have made trips over other railroads. Renumbered to 2000 in 1906 and 2200 in 1925. Scrapped between 1935 and 1938.
- (2000)**
- "Central Islip"** Hospital car, built May 1911 from a Pullman parlor car to transport insane persons; fitted up according to plans of the State Commission. Put into service July 12, 1911.