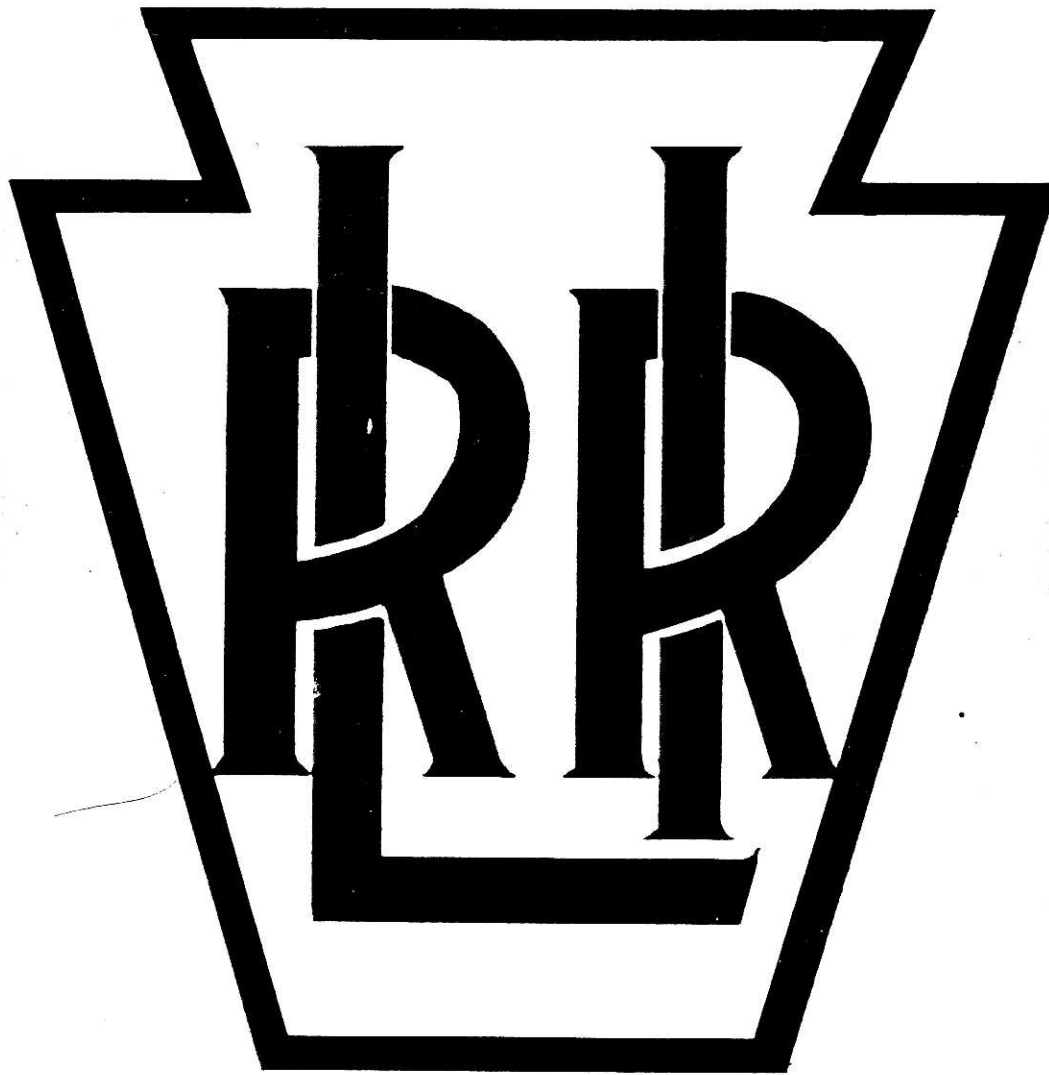


# STEEL CARS OF THE SUNRISE TRAIL



Compiled by E. M. Koehler, Jr.

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-1972-

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
232 Fair Oaks Place  
Cedarhurst, L.I., N.Y. 11516



Number	Class	Year	Builder	Remarks
1st 1		1899	Brill	10 bench open car, transferred to Ocean Electric
2nd 1		1913	Ed-Bch	Battery car, assigned to Bushwick Branch Shuttle
3rd 1	P54D	1927	ACF	Scheduled for preservation
1st 2		1899	Brill	10 bench open car, transferred to Ocean Electric
2nd 2		1914	Ed-Bch	Battery car, assigned to West Hempstead Branch
3rd 2	P54D	1927	ACF	
1st 3		1914	Ed-Bch	Battery car, existence and service unverified
2nd 3	P54D	1927	ACF	
1st 4		1914	Ed-Bch	Battery car, operated with 2nd 2, retired 1926
2nd 4	P54D	1927	ACF	
5-50	P54D	1927	ACF	20 used as storage car in Richmond Hill Yard
51-90	P54D	1927	ACF	Converted to MU cars MP54D1 1944-1983 in 1930
91-98	P54D	1927	ACF	#98 BECAME C.I. STATE HOSPITAL #02 FOR ROBT. EMERY
1st 99	P54D	1927	ACF	Modernized July 1956 and renumbered 7099
2nd 99	BUS	1912	ACF	Private car 2nd "Jamaica," ex-W-99 "Setauket," ex-2038 parlor observation "Setauket"
100-138	P54D	1927	ACF	
139-178	P54	1912		Ex-PRR 21, 143, 29, 34, 38, 39, 51, 53, 58, 64, 70, 74, 76, 77, 78, 80, 86, 87, 92, 97, 98, 632, 635, 125, 701, 127, 130, 170, 153, 156, 171, 315, 333, 351, 703, 709, 711, 718, 719, 713.
1st 179	P54	1912		Ex-PRR 739, purchased 1930
2nd 179	P50E	1907	ACF	Ex-Club car "Smithtown," converted to a coach 1941, converted to Safety car 719
200	T62	1932	PRR-Alcoa	First all aluminium railroad car and the first doubledecker. Car has been preserved
201	T70	1937	PRR	Double-deck control trailer, controls removed in early fifties.
202-205	T70	1947	PRR	Double-deck control trailers, motorized in early fifties and reclassified MP70A, 1337-1340
314-358	P54A	1911	ACF	
359-370	P54A	1914		
371-378	P54B	1916		
379-387	P54B	1918	Pr Stl	385 has been preserved
388	P54B	1913	ACF	Scrapped after a wreck at Kings Park in 1947
389	P54F	1913		Club car "Nassau," converted to a coach in 1917
390	LP70F	1915		Club car "South Shore," converted to a coach in 1917, and reclassified P70L, renumbered 2nd 815
391	P54G	1916	ACF	Club car "Oyster Bay," converted to a coach 1917
392-421	P54C	1921	Std Stl	Class converted to MU trailers T54A same numbers
422-431	T54B	1921	ACF	
432-451	T54B	1923	ACF	
452-461	P54E	1923	ACF	{456 BECAME 7456 & DESTROYED IN WRECK AT PILGRIM SPUR-1971 (CUT UP ON-SITE & CARRIED AWAY)
462-481	P54D	1926	ACF	
482-511	T54B	1927	ACF	
529	P80	1947	Budd	Ex-NYC 2938
530	P80	1941	Budd	Ex-NYC "Samuel Tilden," parlor car
531-543	P80	1947	Budd	Ex-NYC 3005, 3049, 3063, 3067, 3073, 3075, 3084, 3101, 3126, 3133, 3136, 3147, 3149, purchased 1967
610-618	PB57	1927	ACF	One car of this class to be preserved
619-623	PB54	1911		
624-627	PB54	1914		{ ONE CAR BECAME C.I. STATE HOSPITAL COMBINE CAR #01
628-631	PB54C	1927		
651-670	B40	1910		First steel arch roof cars on line
682-691	B62	1910		
715-724	B60B	1928	PRR	718 rebuilt to wreck train car W-56; 723 has been preserved
737	B60B	1928	PRR	Mail compartment added in late forties, class changed to EM60, was rebuilt to wreck train car W-57

738	B62C	1928		Mail compartment added 1947 and reclassified BM60 number 7738, reclassified B60 when mail compartment removed after 1963 cessation of mail contracts
739-743	BM62	1911	ACF	743 equipped with both steam and electric lines for service on Babylon-Patchogue Scoot and M
744-747	BM62	1914		
748-749	BM62	1923		
808-810	P70A	1911	ACF	Built as parlor cars, converted to coaches after 1926 takeover of extra fare service by Pullman
811-814	P70A	1912	ACF	810 has been preserved Built as parlor cars, after 1917 811 became club car 2nd "Oyster Bay," and air conditioned; 812-814 converted to coaches after 1926
1st 815	P70A	1912	ACF	Built as a parlor car, converted to a coach after 1926, rebuilt to business car 1st 2000 "Montauk"
2nd 815	P70L	1915		Former 390 renumbered in 1966
816-818	P70A	1912	ACF	Built as parlor cars, after 1917 used as club car "Syosset," 2nd "Nassau," 2nd "South Shore," 816 converted to a coach in 1958, 817 to a coach in thirties, 818 to a coach when replaced by 828
819-826	P70B	1913	ACF	Built as parlor cars, after 1926 converted to coaches; 821 has been preserved
1st 827-828	T39	1888	Gilbert	Composite MU and rapid transit trailers
2nd 827-828	P70C	1916	ACF	Built as parlor cars, converted to coaches after 1926, 828 converted to club car 3rd "South Shore," and converted back to a coach in 1958
829	T39	1888	Gilbert	Composite MU and rapid transit trailer
1st 830-833	T39	1888	Gilbert	Composite MU and rapid transit trailers
2nd 830-833	P70C	1916	ACF	Built as parlor cars, converted to coaches after 1926
834-836	T39	1888	Gilbert	Composite MU and rapid transit trailers
1st 837	T39	1888	Gilbert	Composite MU and rapid transit trailer
2nd 837	T54B	1923	ACF	Motorized and renumbered 2nd 1014
1st 838-851	T39	1888	Gilbert	Composite MU and rapid transit trailers
2nd 838-851	T54B	1923	ACF	
1st 852-856	TB39	1898	Pullman	Composite MU and rapid transit trailers
2nd 852-856	T54B	1923	ACF	
1st 857-862	TB39	1898	Pullman	Composite MU and rapid transit trailers
2nd 857-862	T54A	1920	ACF	
1st 863-865	T39A	1898	Pullman	Composite MU and rapid transit trailers
2nd 863-865	T54A	1920	ACF	
1st 866	T39A	1898	Pullman	Composite MU and rapid transit trailer
2nd 866	T54A	1920	ACF	Motorized and renumbered 2nd 1012
1st 867	T39A	1898	Pullman	Composite MU and rapid transit trailer
2nd 867	T54A	1920	ACF	
1st 868	T39A	1898	Pullman	Composite MU and rapid transit trailer
2nd 868	T54A	1920	ACF	Motorized and renumbered 2nd 1015
1st 869-876	T39A	1898	Pullman	Composite MU and rapid transit trailers
2nd 869-876	T54A	1920	ACF	
1st 877-890	T39A	1899	Wason	Composite MU and rapid transit trailers
2nd 877-890	T54A	1920	ACF	
1st 891	T39A	1899	Wason	Composite MU and rapid transit trailer
2nd 891	T54A	1920	ACF	Motorized and renumbered 2nd 1013
1st 892-906	T39A	1899	Wason	Composite MU and rapid transit trailers
2nd 892-906	T54A	1920	ACF	
907-908	T54A	1920	ACF	
909-913	T54	1915	Std Stl	First all-steel MU trailers
914-916	T54A	1917	Std Stl	
917	T54A	1917	Std Stl	Motorized and renumbered 2nd 1016
918-952	T54A	1917	Std Stl	
953-954	T54A	1918	Std Stl	

955-996 997-999	T54A	1917 1909	Std Stl St Louis	
				Shuttle cars for Mitchel Field line, ex-Ocean Electric 31, 32, 34, acquired 1926
1000	MP41	1905	ACF	1st class of MU cars on railroad
1st 1001	MP41	1905	ACF	Ex-MP54A 1611 converted in early fifties
2nd 1001	MP54AT	1912	ACF	
1st 1002	MP41	1905	ACF	Ex-MP54A 1640 converted in early fifties
2nd 1002	MP54AT	1914	ACF	
1st 1003	MP41	1905	ACF	Ex-MP54A 1663 converted in early fifties
2nd 1003	MP54AT	1914	ACF	
1st 1004	MP41	1905	ACF	Ex-MP54A 1638 converted in early fifties
2nd 1004	MP54AT	1913	ACF	
1st 1005	MP41	1905	ACF	Ex-MP54 1442 converted in early fifties
2nd 1005	MP54T	1908	ACF	
1st 1006	MP41	1905	ACF	Ex-MP54A 1602 converted in early fifties
2nd 1006	MP54AT	1911	ACF	
1st 1007	MP41	1905	ACF	Ex-MP54A 1627 converted in early fifties
2nd 1007	MP54AT	1912	ACF	
1st 1008	MP41	1905	ACF	Ex-MP54A 1604 converted in early fifties
2nd 1008	MP54AT	1911	ACF	
1st 1009	MP41	1905	ACF	Ex-MP54A 1591 converted in early fifties
2nd 1009	MP54AT	1911	ACF	
1st 1010	MP41	1905	ACF	Ex-MP54A 1544 converted in early fifties
2nd 1010	MP54AT	1911	ACF	
1st 1011	MP41	1905	ACF	Ex-MP54A 1617 converted in early fifties
2nd 1011	MP54AT	1912	ACF	
1st 1012	MP41	1905	ACF	Ex-T54A 866 converted in early fifties
2nd 1012	MP54T	1920	ACF	
1st 1013	MP41	1905	ACF	Ex-T54A 891 converted in early fifties
2nd 1013	MP54T	1923	ACF	
1st 1014	MP41	1905	ACF	Ex-T54A 837 converted in early fifties
2nd 1014	MP54T	1923	ACF	
1st 1015	MP41	1905	ACF	Ex-T54A 868 converted in early fifties
2nd 1015	MP54T	1923	ACF	
1st 1016	MP41	1905	ACF	Ex-T54A 917 converted in early fifties
2nd 1016	MP54T	1917	Std Stl	
1st 1017	MP41	1905	ACF	Ex-MP54 1423 converted in early fifties
2nd 1017	MP54T	1908	ACF	Class last active in 1953
1018-1133	MP41	1905	ACF	Gas car, assigned to Sag Harbor Branch
1134	MP55	1930	Brill	retired with branch 1939
1135-1179	MP54A1	1930	PRR	1149 has been preserved
1201-1204	MB45	1905	ACF	Composite construction
1205-1208	MB62	1910	ACF	
1209-1210	MEM62	1910	ACF	Mail compartments removed after 1963 and both cars used as shop switchers class MB62, 1209 has been preserved
1211-1219	MB62	1910	ACF	1213, 1214 had class changed to MB62A
1287-1321	MP70B	1948	PRR	Production doubledeckers, 1301 last active car
1322-1336	MP70B	1949	PRR	Doubledeckers
1337-1340	MP70A	1947	PRR	Doubledeckers, ex-control trailers 202-205
1341-1346	MP70A	1947	PRR	Doubledeckers
1347	T70	1937	PRR	Doubledecker control trailer, controls removed in early fifties
1348-1349	MPB54	1913		Ex-PRR 4573, 4514, MPB54E, DC cars used between Penn Station and Manhattan Transfer
1350-1381	MPB54	1913	ACF	
1382-1384	MPBM54	1913	ACF	Scrapped with cessation of mail service
1385-1398	MPB54	1914	ACF	1391 has been preserved, 1398 now radio repair car W-6
1399	MPB54	1914	ACF	Converted to a shop car and reclassified MB54
1st 1400	P50E	1907	ACF	First steel steam car, renumbered to 1st 1451



2nd 1400	MP54	1908	ACF	1st MP54 on LIRR
1401-1422	MP54	1908	ACF	1422 has been preserved
1423	MP54	1908	ACF	Controls removed, renumbered to 2nd 1017
1424-1441	MP54	1908	ACF	
1442	MP54	1908	ACF	Controls removed, renumbered to 2nd 1005
1443-1450	MP54	1908	ACF	
1st 1451	P50E	1907	ACF	Ex-1st 1400, converted to club car "Smithtown"
2nd 1451	MP54A	1909	ACF	
1452-1499	MP54A	1909	ACF	
1500-1543	MP54A	1910	ACF	1516 (TRAIN 780) + 1523 (TRAIN 174) WRECKED: ROCKAWAY - 11/22/50
1544	MP54A	1910	ACF	Controls removed, renumbered to 2nd 1010
1545	MP54A	1910	ACF	
1546-1590	MP54A	1911	ACF	
1591	MP54A	1911	ACF	Controls removed, renumbered to 2nd 1009
1592-1601	MP54A	1911	ACF	
1602	MP54A	1911	ACF	Controls removed, renumbered to 2nd 1006
1603	MP54A	1912	ACF	
1604	MP54A	1912	ACF	Controls removed, renumbered to 2nd 1008
1605-1610	MP54A	1912	ACF	
1611	MP54A	1912	ACF	Controls removed, renumbered to 2nd 1001
1612-1616	MP54A	1912	ACF	
1617	MP54A	1912	ACF	Controls removed, renumbered to 2nd 1011
1618-1621	MP54A	1912	ACF	
1622-1626	MP54A	1913	ACF	
1627	MP54A	1913	ACF	Controls removed, renumbered to 2nd 1017
1628	MP54A	1913	ACF	Controls removed, renumbered to 2nd 1004
1629-1637	MP54A	1913	ACF	1632 has been preserved
1638-1662	MP54A	1914	ACF	
1663	MP54A	1914	ACF	Controls removed, renumbered to 2nd 1003
1664-1676	MP54A	1914	ACF	
1677	CT54A	1913	ACF	Control trailer, club car "Rockaway," taken out of service 1971 and car preserved
1678-1697	MP54B	1920	ACF	(5/71)
1698-1737	MP54C	1922	ACF	
1738-1777	MP54C	1923	ACF	
1778-1783	MP54A	1914		Ex-PRR 202, 204, 200, 203, 205, 201; ex-PRR DC cars used in Penn Station-Manhattan Transfer service with the two combines, purchased 1923
1784-1843	MP54C	1924	ACF	
1844-1883	MP54C	1925	ACF	
1884-1943	MP54C	1927	ACF	1900 has been preserved
1944-1983	MP54D1	1927	ACF	Ex-51-90, converted 1930
1st 2000	P73L	1912	ACF	Ex-1st 815; business car "Montauk," renamed "Jamaica," after 1957 used as a parlor observation car, class changed to BUS, taken out of service 1968, stored until 1972 when donated to Wantagh Historical Society for preservation
2nd 2000	BUS	1950	P-S	5 dbl bed lounge buffet observation "Amagansett," ex-B&O 7500 "Nappanee," ex-C&O 2802 "Tidewater Club cars 3rd "Syosset," 3rd "Oyster Bay," 4th "South Shore," ex-PRR "Mc Ewen," "Belfast," "J. Finly Wilson" "SYOSSET" WRECKED 1973
2001-2003	P74	1923	Pullman	Club car "Locust Valley," converted 1958 from 7500
2004	P74A	1913	Pullman	Club car "Tuscarora Club," ex-LV 1000 "Lehigh Valley
2005	P74EL	1953	LV	built by LVRR from an old car, renumbered 2037
2011-2012	P74C	1926	Pullman	28 seat 1 drawing room parlor cars "Hamptons," "Shinnecock," ex-DL&W "Virginia Dare," "Julia Ward Howe," "Hamptons" renamed 2nd "Montauk"
2013-2015	P74D	1925	Pullman	28 seat 1 drawing room parlor cars "Peconic," "Amagansett," "Cutchoque," ex-PRR 7055 "Ames," 7090 "Lane," 7100 "Noel"

LIST-NRHS "Steel Cars of the Sunrise Trail"

\* "LOCUST VALLEY" RENAMED "SYOSSET" (3rd) #2004 6/21/73

2016	P74D	1923	Pullman	28 seat 1 drawing room parlor car "Mattituck;" ex-PRR 7065 "Burgner"
2017	P74D	1925	Pullman	28 seat 1 drawing room parlor car "Aqueboque;" ex-PRR 7074 "Fenns"
2018	P74D	1924	Pullman	28 seat 1 drawing room parlor car "Quogue;" ex-PRR 7079 "Glade"
2019-2020	P74D	1925	Pullman	28 seat 1 drawing room parlor cars "Moriches;" "Patchogue;" ex-PRR 7104 "Rolfe;" 7060 "Bescoe"
2021	P74D	1924	Pullman	28 seat 1 drawing room parlor car "Ronkonkoma;" ex-PRR 7089 "Kanty"
2022-2023	P74D	1925	Pullman	28 seat 1 drawing room parlor cars "Islip;" "Wyandanch;" ex-PRR 7054 "Alpha;" 7071 "Eaton"
2024	P74D	1927	Pullman	28 seat 1 drawing room parlor car "Copaigue;" ex-PRR 7073 "Elizabeth Cady Stanton"
2025-2027	P74D	1924	Pullman	28 seat 1 drawing room parlor cars "Commack;" "Massepequa;" "Merrick;" ex-PRR 7081 "Greer;" 7082 "Grove;" 7087 "James Wilson"
2028	P74D	1927	Pullman	28 seat 1 drawing room parlor car "Wantagh;" ex-PRR 7113 "Susan B. Anthony"
2029-2031	P74D	1925	Pullman	28 seat 1 drawing room parlor cars "Manhasset;" "Mineola;" Nissequogue;" ex-PRR 7091 "Lady;" 7096 "Lucretia Mott;" 7097 "Markel"
2032-2033	P74DL	1927	Pullman	28 seat 1 drawing room parlor lounge solarium cars "Cayuga Club;" "Mohawk Club;" ex-PRR 7020 "Plymouth Rock;" 7021 "Cornelius Hendrickson"
2034	P74DL	1930	Pullman	28 seat 1 drawing room parlor lounge "Seneca Club;" ex-PRR 7022 "Thomas Jefferson"
2035	P74DL	1930	Pullman	20 seat parlor lounge "Onandaga Club;" ex-PRR 7030 "John Adams"
2036	P74DL	1916	Pullman	32 seat 1 drawing room parlor lounge "Oneida Club;" ex-PRR 7052 "Westdale"
2037	P74EL	1953	LV	48 seat diner lounge "Tuscarora Club;" ex-2005, rebuilt to a full parlor in 1970 and renamed 2nd "Onteora;" using parts from 2011
2038	P73L	1912	ACF	Parlor lounge observation "Setauket;" ex-DI&W "97" "Scranton;" "Amracite;" ex-Nevada Northern 97, purchased 1962; class changed to BUS, renumbered to W-99 business car in 1970, to 2nd 99 2nd "Jamaica" in 1971
2039	P74D	1930	Pullman	30 seat 1 drawing room parlor car "Nesconset;" ex-PRR 7044 Robert R. Livingston"
2040	P74D	1927	Pullman	28 seat 1 drawing room parlor car "Asharoken;" ex-PRR 7067 "Curtis Bay"
2041	P74D	1923	Pullman	26 seat 1 drawing room parlor car "Mastic;" ex-PRR 7070 "Dora"
2042	P74D	1927	Pullman	28 seat 1 drawing room parlor car "Sagtikos;" ex-PRR 7080 "Glen Osborne"
2043	P74D	1924	Pullman	28 seat 1 drawing room parlor car "Matinecock;" ex-PRR 7083 "Haines"
2044-2047	P74D	1927	Pullman	28 seat 1 drawing room parlor cars "Noyack;" "Wauwepex;" "Onteora;" "Teckawitha;" ex-PRR 7084 "Hazel Dell;" 7102 "Quaker Valley;" 7110 "Spring Meadow;" 7115 "Trindle Spring"
2048-2050	P80B	1948	Pull-Stan	14 roomette 4 bedroom cars 2nd "Manhasset;" 2nd "Massapequa;" 2nd "Mastic;" ex-Louisiana and Arkansas "Job Edson;" "Lenor Loree;" "William Edenborn"
2051-2054	P80A	1940	Pull-Stan	6 bedroom buffet lounge cars "Pantigo;" 2nd "Patchogue;" 2nd "Peconic;" "Ponquogue;" ex-PRR 8140 "Spruce Falls;" 8135 "Juniper Falls;" 8133 "Hemlock Falls;" 8137 "Maple Falls"

2055-2058	P80A	1939	Pull-Stan	4 compartment 4 bedroom 2 drawing room cars 2nd "Wantagh," 2nd "Wauwepex," "Wickapogue," "Wunneweta," ex-PRR 8019 "Imperial View," 8009 "Imperial Lawn," 8010 "Imperial Mantle," 8013 "Imperial Path"
2059-2061	P80A	1938	Pull-Stan	13 bedroom cars "Napeague," 2nd "Nesconset," 2nd "Noyack," ex-PRR 3107 "Hamilton County," 3492 "Jefferson County," 3771 "Lake County"
2062	P80A	1939	Pull-Stan	4 compartment 4 bedroom 2 drawing room car 2nd "Wyandanch," ex-PRR 8018 "Imperial Trail"
2063	P80A	1940	Pull-Stan	6 bedroom buffet lounge "Poquott," ex-PRR 8139 "Pine Falls"
2064	BUS	1947	Budd	64 seat observation tavern "Apaquogue," ex-FEC "Lake Okeechobe"
2065-2071	P80E	1950	Pull-Stan	14 roomette 4 bedroom cars 2nd "Matinecock," 2nd "Mattituck," "Mecox," 2nd "Merrick," 2nd "Mineola," 3rd "Montauk," 2nd "Moriches," ex-NYNH&H 512 "Manomet Point," 520 "Race Point," 525 "Stratford Point," 503 "City Point," 518 "Pond Point," 506 "Goshen Point," 509 "Long Point," Cars 2068 and 2071 delivered in Penn Central colors
2072-2073	P80F	1949	ACF	36 seat parlor-lounge cars "Tackapusha," "Tuckahoe," ex-commuter lounges 6207-6208
2074-2080	P80E	1954	Pull-Stan	6 section 6 roomette 4 bedroom cars "Sagaponack," 2nd "Sagtikos," "Salonga," "Sebonic," 2nd "Setauket," 2nd "Shinnecock," "Speonk," ex-NYNH&H 532 "Nantasket Beach," 536 "Monument Beach," 527 "Bailey's Beach," 529 "Grove Beach," 531 "Matunuck Beach," 528 "Crescent Beach," 535 "Rocky Neck Beach"
2081-2082	P80G	1949	Budd	46 seat parlor lounge observation cars 2nd Aquebogue," 2nd Asharoken," ex-EL 789-790 "Phoebe Snow Club," ex DL&W 789-790
2501-2522	MP72C	1955	Pull-Stan	Six cars of this class have been loaned to the Staten Island Rapid Transit
2525-2536	MP75C	1963	Pull-Stan	Class converted to control trailers 5525-5536
2601-2641	MP72C	1955	Pull-Stan	Three cars of this class have been loaned to the Staten Island Rapid Transit
2642-2674	MP72C	1956	Pull-Stan	
2675-2692	MP75T	1963	Pull-Stan	Class converted to trailers 5675-5692
2801-2844	T72	1955	Pull-Stan	Class converted to push-pull cars class T72A same numbers, then reclassified PT72
2901-2935	P72	1955	Pull-Stan	
2936-2966	P72	1956	Pull-Stan	
2967-2980	P72	1955	Pull-Stan	
3101	RDC-1	1955	Budd	Wrecked 1968, sold for scrap 1971
3121	RDC-2	1955	Budd	Exchanged with B&O in 1972 for 2nd 2000
3500-3519	MP70T	1953	Pull-Stan	
5525-5536	CT75	1963	Pull-Stan	2525-2536 converted to control trailers 1972
5675-5692	T75	1963	Pull-Stan	2675-2692 converted to trailers 1972
6207-6208	"6200"	1949	ACF	36 seat commuter lounge cars, ex-UP 6207- 6208, "Payette River," "Weber River," renumbered 2072-2073 and used as parlor cars
7500	P74A	1913	Pullman	Ex-NYC coach 2800, ex Pullman "Andrigo," converted to 2004 11-58
7501-7503	P74A	1925	Pullman	Ex-NYC 2800 series coaches, ex Pullman parlor cars "Pansy," "Roxanna," "Stella"
7504-7505	P74A	1927	Pullman	Ex-NYC 2800 series coaches, ex Pullman parlor cars "Flavia," "Marie"
7521-7530	P74B	1935	Pull-Stan	Ex-B&M 4593, 4586, 4588, 4585, 4591, 4590, 4594, 4589, 4587, 4592, Bars installed in cars 7521-7525, 7527-7528, 7530

**CLASS:** PP-72B

**TYPE:** Diesel hauled parlor car, push pull service

**ROAD NUMBERS:** 2011-2021

**NUMBERS NOT ASSIGNED:** does not apply

**TOTAL CARS IN CLASS:** 11

**SEATING:** 42 (maximum) moveable seats

**YEAR(S) BUILT:** 1955  
1956--2011,2012,2013,2014, 2016, 2017

**BUILDER:** Pullman Standard

**REMARKS:**

Former class MP-72; converted from MU electric coaches to diesel parlor cars in LIRR Morris Park Shops in 1975 and 1976

**CLASS:** BG-72B

**TYPE:** Bar/Generator car

**ROAD NUMBERS:** 2101-2104

**NUMBERS NOT ASSIGNED:** does not apply

**TOTAL CARS IN CLASS:** 4

**SEATING:** None--half of car is bar, other half houses diesel engines;  
toilet equipped

**YEAR(S) BUILT:** 1955  
1956-- 2102

**BUILDER:** Pullman Standard

**REMARKS:**

Former class MP-72; converted from MU electric coaches in LIRR Morris Park Shops in 1975 and 1976. Serve as central power plant for push-pull coaches to provide power for lights, heat and air conditioning.



Correct as of 10/1/80

**CLASS:** PT-72  
**TYPE:** Diesel hauled coach, push-pull service  
**ROAD NUMBERS:** 2777-2899  
**NUMBERS NOT ASSIGNED:** 2778  
**TOTAL CARS IN CLASS:** 122  
**SEATING:** 118 with toilet, 123 without toilet  
**YEAR(S) BUILT:** 1955  
1956-see below **BUILDER:** Pullman Standard  
**REMARKS:** 2890, 2892, 2894 are bar cars with 63 seats. Odd numbered cars are equipped with toilets except 2803, 2809, 2811, 2817, 2825

The following were built in 1956: 2780, 2782, 2788, 2789, 2790, 2792, 2794, 2795, 2800, 2846, 2872, 2874, 2876, 2880, 2882, 2886, 2888, 2894, 2898, 2861, 2867, 2879, 2890

Correct as of 10/1/80

**CLASS:** PT-75  
**TYPE:** Diesel hauled coach, push-pull service  
**ROAD NUMBERS:** 2701-2736  
**NUMBERS NOT ASSIGNED:** 2725, 2727, 2729, 2731, 2733, 2735  
**TOTAL CARS IN CLASS:** 30  
**SEATING:** 130 cars with toilet, 133 cars without toilets  
**YEAR(S) BUILT:** 1963 **BUILDER:** Pullman Standard  
**REMARKS:** 2705 is a bar car seating 86 passengers. Former class was MP-75, numbered in two series: 2525-2536 and 2675-2692. Converted from MU electric to diesel service.

Odd numbered cars are equipped with toilets except 2705.

Correct as of 10/1/80

**CLASS:** P-72**TYPE:** Diesel hauled coach**ROAD NUMBERS:**2901-2976  
2990-2993**NUMBERS NOT ASSIGNED:****TOTAL CARS IN CLASS:** 80**SEATING:** 120**YEAR(S) BUILT:** 2901-2935--1955  
2936-2960--1956**BUILDER:** Pullman Standard**REMARKS:** 2961-2979--1955

2990 (ex 2970), 2991 (ex 2905), 2992 (ex 2957), 2993 (ex 2978),  
are full length bar cars. 2958 renumbered as second 2957,  
2980 renumbered as second 2958; 2977 renumbered as second  
2949, 2918 is a classroom car, 2979 renumbered as second 2905;  
first 2949 renumbered as second 2970.

Correct as of 10/1/80

**CLASS:** M-1 Metropolitan**TYPE:** Multiple unit married pair electric coach**ROAD NUMBERS:** 9001-9770**NUMBERS NOT ASSIGNED:** 9243 - 9244, 9379-9380, 9043, 9074**TOTAL CARS IN CLASS:** 764**SEATING:** 120 odd numbered, toilet equipped; 124 even numbered, no toilet**YEAR(S) BUILT:** 9001-9016--1968  
9017-9246--1969**BUILDER:** The Budd Company**REMARKS:** 9247-9476--1970  
9477-9620--1971  
9621-9770--1972

7531-7550	P74B	1937	Pull-Stan	Ex-B&M 4602, 4606, 4610, 4612, 4613, 4604, 4611, 4609, 4597, 4598, 4601, 4614, 4605, 4608, 4599, 4607, 4595, 4603, 4596, 4600; Bars installed: 7531, 7540, 7542-7544, 7550	} acy-1958
7738	EM60	1928	PRR	Car 738 rebuilt with a mail compartment 3-47 and renumbered; mail compartment removed after 1963 and car reclassified B60	
7750	B70	1917	Pullman	Ex-WM 138	
7751-7752	BM60C	1914	B&S	Ex-B&M 3137, 3134	
7753	BM60D	1929	Os Br	Ex-B&M 3118	
7754-7755	B60D	1929	Os Br	Ex-B&M 3116, 3121,	
7756-7758	B60C	1922	Os Br	Ex-B&M 3110, 3112, 3114	
8506-8509	P71	1924		Ex-MEC 218, 219, 220, 221	ACO-1958
8510-8513	P71A	1931		Ex-MEC 262, 263, 265, 266	
8514	P63	1922	Beth Ship	Ex-RDG 1238	
8515	P63	1919	H&H	Ex-RDG 1347	
8516	P63	1914	H&H	Ex-RDG 1458	
8517	P69	1925	Os Br	Ex-D&H 208, ex B&A	
8518	P69	1926	Os Br	Ex-D&H 209, ex B&A	
8519-8522	P69	1925	Os Br	Ex-D&H 210, 211, 219, 220	ACO:1963
8523-8528	P70D	1926	PRR	Ex-PRR 821, 845, 1248, 830, 822, 1030	
8551-8553	P74B1	1937	Pull-Stan	Cafe cars, ex-BAR 150-152	ACO:1960
8554-8557	P80C	1948	Pull-Stan	Ex-KCS 251, 252, 253, 254	ACO: 8/68 *
8558-8562	P80C	1940	Pull-Stan	Ex-KCS 255, 256, 257, 258, 259	"
8563-8568	P80C	1956	Pull-Stan	Ex-KCS 261, 262, 263, 264, 265, 266	"*
8569-8572	P80D	1946	Budd	Coaches "Boynton," "Homestead," "Bunnell," "Titusville," ex FEC "Boynton," "Homestead," "Bunnell," "Titusville,"	
8573	P80C	1948	Pull-Stan	Ex-KCS 260	
odd only					
9001-9015	MI	1968	Budd	B type cars	
even only					
9002-9016	MI	1968	Budd	A type cars	
odd only					
9017-9173	MI	1969	Budd	B type cars	
even only					
9018-9174	MI	1969	Budd	A type cars	
1st 9175	MI	1969	Budd	B type car, destroyed by fire 1969	
2nd 9175	MI	1972	GE	B type car, replacement for 1st 9175	
1st 9176	MI	1969	Budd	A type car, destroyed by fire 1969	
2nd 9176	MI	1972	GE	A type car, replacement for 1st 9176	
odd only					
9177-9245	MI	1969	Budd	B type cars	
even only					
9178-9246	MI	1969	Budd	A type cars	
odd only					
9247-9475	MI	1970	Budd	B type cars	
even only					
9248-9476	MI	1970	Budd	A type cars	
odd only					
9477-9489	MI	1971	Budd	B type cars	
even only					
9478-9490	MI	1971	Budd	A type cars	
9491	MI	1970	Budd	B type car	
9492	MI	1970	Budd	A type car	
odd only					
9493-9533	MI	1971	Budd	B type cars	
even only					
9494-9534	MI	1971	Budd	A type car	
odd only					
9535-9537	MI	1970	Budd	B type car	

\* 8554- EX #239 "KANSAS CITY"

ReNum 251: 1162

8565- EX #248. ReNum: 263: 1164

even only				
9536-9538	MI	1970	Budd	A type car
odd only				
9539-9619	MI	1971	Budd	B type car
even only				
9540-9620	MI	1971	Budd	A type car
odd only				
9621-9769	MI	1972	GE	B type car
even only				
9622-9770	MI	1972	GE	A type car
E1-E6		1899	Brill	15 bench open cars transferred to Ocean Electric 21-22
"Smithtown" P5OE		1907	ACF	Club car "Smithtown", converted from coach 1451, to coach 179 in 1941

Push-Pull Cabs and Generator Cars

601-606	PC-6	1971	GE	Rebuilt from Alco FA-2's L&N 317, 309, 315, 314, 310, 321
607-610	PC-6	1972	GE	Rebuilt from Alco FA-2's WM 303, 304, 301, 304
611-616	PC-6	1972	GE	Rebuilt from Alco FA-1's, ex-S&S, ex-BN. Numbers not yet assigned except 611 was S&S 857, then BN 4102.

N. B. Two ex-New Haven FA units are under option and are being held by the Penn Central in Pennsylvania. Also, on order are 2 four car gas turbo electric units to be delivered in late 1973; and all T75, CT75, MP72T, and MP72C class units are subject to conversion to push-pull cars with 2700 and 2800 series numbers.

Starting in 1950, by order of the Governor of the State of New York, the LIRR was forced to install speed control (ASC) in all control cars, in order to avoid the expense of so equipping all cars, the following cars had their controls removed, and became motor trailers, and a T suffix was added to their class designations.

<u>MP54T</u>	1406, 1411, 1415, 1421, 1422, 1428, 1429, 1433, 1434, 1437, 1439, 1450
<u>MP54AT</u>	1452, 1453, 1459, 1464, 1478, 1480, 1483, 1484, 1490, 1497, 1501, 1506 1510, 1520, 1526, 1528, 1532, 1547, 1552, 1553, 1554, 1559, 1560, 1562 1567, 1569, 1573, 1575, 1576, 1578, 1580, 1582, 1583, 1595, 1597, 1601 1603, 1614, 1618, 1619, 1620, 1621, 1626, 1629, 1630, 1633, 1635, 1636 1638, 1640, 1643, 1645, 1648, 1651, 1653, 1655, 1656, 1659, 1662, 1664 1667, 1668, 1669, 1675
<u>MP54BT</u>	1678, 1679, 1680, 1681, 1682, 1685, 1686, 1687, 1688, 1689, 1690, 1693 1695
<u>MP54CT</u>	1698, 1699, 1700, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1732, 1733, 1734, 1740 1741, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1762, 1764, 1765, 1766, 1767 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1776, 1777

The following cars were also classed as motor trailers but lacked ASC and had controls only at the east end of the car.

<u>MP70BT</u>	1287, 1288, 1289, 1291, 1334, 1335, 1336,
<u>MP70AT</u>	1337, 1338, 1339, 1340, 1341, 1345
<u>MP54AT</u>	1542, 1548, 1557, 1561, 1579, 1584, 1615, 1623, 1625, 1649, 1671, 1672

Certain of the MP41 cars which were almost nonexistent at the time of the speed control ruling had been prohibited from the head end, but retained their controls. Their numbers are not known.



Starting in December of 1954, the Long Island Rail Road began an extensive modernization program of all classes of equipment that included complete mechanical rebuilding, new interiors and new numbers to reflect the upgrading. The newly reworked cars were numbered into four number series, 4000 for control motors, 5000 for motor trailers, 6000 for MU trailers, and 7000 for steam coaches.

4000 Series All cars had Automatic Speed Control, 1135 became 4135.

MP54A1 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146  
 1147, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159  
 1160, 1161, 1162, 1163, 1166, 1167, 1168, 1170, 1171, 1172, 1174, 1176  
 1177, 1178, 1179

MB62 1205, 1206, 1207, 1212, 1215, 1216

MEM62 1209, 1210

MPB54 1370, 1371, 1372, 1374, 1375, 1376, 1377, 1379, 1380, 1381, 1385, 1386  
 1387, 1388, 1389, 1390, 1391, 1393, 1394, 1395, 1396, 1398

MP54B 1683, 1684, 1691, 1692, 1694, 1696, 1697

MP54C 1701, 1735, 1736, 1737, 1738, 1739, 1742, 1761, 1763, 1775, 1784, 1785  
 1787, 1789, 1790, 1791, 1793, 1794, 1795, 1796, 1798, 1799, 1800, 1802  
 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814  
 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1824, 1825, 1826, 1827, 1828  
 1829, 1831, 1832, 1833, 1835, 1837, 1839, 1840, 1841, 1842, 1843, 1844  
 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1854, 1855, 1856, 1857  
 1859, 1861, 1862, 1863, 1866, 1867, 1869, 1870, 1871, 1872, 1875, 1876  
 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1890  
 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1900, 1901, 1902, 1903  
 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1916  
 1917, 1918, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929  
 1930, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942  
 1943,

MP54D1 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1954, 1955, 1958  
 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1969, 1970, 1971  
 1973, 1974, 1975, 1976, 1977, 1978, 1980, 1982.

5000 Series All cars lacked controls and ASC, 1678 became 5678.

MP54BT 1678, 1679, 1680, 1681, 1682, 1685, 1686, 1687, 1688, 1689, 1690, 1693  
 1695

MP54CT 1698, 1699, 1700, 1702, 1703, 1706, 1707, 1709, 1710, 1711, 1712, 1713  
 1714, 1715, 1716, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726  
 1727, 1729, 1730, 1732, 1733, 1734, 1740, 1741, 1743, 1744, 1745, 1747  
 1749, 1750, 1751, 1752, 1756, 1757, 1758, 1759, 1760, 1762, 1764, 1765  
 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1777

6000 Series 403 became 6403.

T54A 403, 404, 411, 416,  
T54B 425, 428, 429, 430, 431, 432, 435, 437, 438, 439, 442, 444, 446, 448.  
 487, 488, 489, 491, 494, 495, 496, 497, 498, 503, 504, 506, 509, 510  
 511, 842, 847, 855.  
 508 was modernized and a bar installed becoming 6508

7000 Series 2 became 7002

P54D 2, 3, 4, 6, 8, 9, 11, 13, 14, 16, 17, 18, 23, 24, 25, 28, 29, 31, 35,  
 36, 37, 40, 41, 42, 43, 44, 45, 46, 47, 48, 91, 92, 94, 95, 99, 101,  
 102, 106, 107, 108, 109, 110, 111, 112, 114, 115, 116, 117, 118, 119,  
 123, 124, 127, 128, 129, 130, 132, 133, 134, 136, 137, 138, 462, 465,  
 467, 468, 469, 470, 471, 472, 474, 475, 478, 481.  
P54E 455, 456  
PB57 610, 611, 612, 613, 614, 615, 616, 617, 618  
B60B 715, 716, 719, 720, 721, 723, 724,  
EM60 738  
EM62 740, 743

The following MU trailers were converted to steam cars during the period of modernization.

T54A to P54D 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 408, 409  
414, 921, 922  
T54B to P54D 424, 426, 433, 436, 483, 485

The following cars were modernized but not renumbered

P74 2001, 2002, 2003  
P74A 2004, 7501, 7502, 7503, 7504, 7505  
P74C 2011, 2012  
P74D 2018, 2029, 2040  
P74DL 2036  
P74B 7521, 7522, 7523, 7524, 7526, 7527, 7528, 7529, 7530, 7531, 7532  
7533, 7534, 7535, 7536, 7537, 7538, 7539, 7540, 7541, 7542, 7543  
7544, 7545, 7546, 7547, 7548, 7549, 7550  
B70 7750  
BM60C 7751, 7752  
BM60D 7753  
P69 8520  
P74B1 8551, 8552, 8553

The following cars have been converted to non-revenue service

20	P54D	20 warehouse car Richmond Hill Yard	in service
179	P50E	179 safty car Jamaica	scrapped 1962
718	B60B	W56 wreck train car	in service
737	BM60	W57 wreck train car	in service
	B60B	W95 steam generator car at Speonk	in service
1209	MEM62	4209 shop switcher Dunton shops	preserved
1210	MEM62	4210 shop switcher Dunton shops	scrapped 1970
1215	MB62	4215 warehouse car Dunton Annex	in service
1398	MBP54	W6 radio repair car Johnson Ave Yard	in service
1399	MB54	1399 parts shuttle car	scrapped
1691	MP54B	W84 third rail snow car	in service
1751	MP54CT	I11 instruction car Jamaica	in service
	MP70T	I12 instruction car Jamaica	in service

The following cars have been preserved

200, 385, 723, 810, 821, 1149, 1209, 1391, 1422, 1632, 1677, 1900

The following classes will have one car preserved

P54D, PB57

Builders

Brill	J. G. Brill	St Louis	St. Louis Car Co.
Ed-Beh	Edison-Beach	LV	Lehigh Valley Railroad
ACF	American Car & Foundry	Pull-Stan	Pullman-Standard
PRR	Pennsylvania Railroad	B&S	Barney & Smith
Alcoa	Aluminium Corp, of America	Os Br	Osgood Bradley Car Co.
Pr Stl	Pressed Steel Car Company	Beth Ship	Bethlehem Shipbuilding
Std Stl	Standard Steel Car	H&H	Harlan & Hollinsworth
Budd	Edw G. Budd Co.	GE	General Electric
Gilbert	Gilbert Car Co.		
Pullman	Pullman Co.		
Wason	Wason Car Co.		

The  
**LONG ISLAND RAIL ROAD**  
**CLASS P54**  
**FAMILY OF STEAM CARS**

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<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>	<u>DESCRIPTION</u>
P54D	4th 1-4	AC&F	359	3-4/1927	Coach
P54D	3rd 5-20	AC&F	359	3-4/1927	Coach
P54D	3rd 21-25	AC&F	unknown	6/1927	Coach
P54D	4th 26	AC&F	unknown	6/13/1927	Coach
P54D	3rd 27-38	AC&F	unknown	6-7/1927	Coach
P54D	4th 39	AC&F	unknown	6/26/1927	Coach
P54D	3rd 40-46	AC&F	unknown	6-7/1927	Coach
P54D	4th 47-77	AC&F	unknown	7/1927	Coach
P54D	3rd 78-92	AC&F	unknown	7-8/1927	Coach
P54D	2nd 93-99	AC&F	unknown	8/15/1927	Coach
P54D	3rd 100	AC&F	unknown	8/15/1927	Coach
P54D	2nd 101-109	AC&F	unknown	8/22/1927	Coach
P54D	2nd 110-137	AC&F	unknown	9-10/1927	Coach
P54D	2nd 138	AC&F	unknown	8/15/1927	Coach

Car 100 renumbered 138 upon delivery. Cars 51-90 converted to multiple unit motor cars 1944-1983 class MP54D1 in 4-6/1930. Cars 2-4, 6, 8-9, 11, 13-14, 16-18, 23-25, 28-29, 31, 35-37, 40-48, 91-92, 94-95, 98-99, 101-102, 106-119, 123-124, 127-130, 132-134, 136-138 modernized 12/1954 to 12/1958 and renumbered 7002-7004, 7006, 7008-7009, 7011, 7013-7014, 7016-7018, 7023-7025, 7028-7029, 7031, 7035-7037, 7040-7048, 7091-7092, 7094-95, 7098-7099, 7101-7102, 7106-7119, 7123-7124, 7127-7130, 7132-7134, 7136-7138. Car 1 withdrawn for preservation 9/23/1972, ultimate disposition unknown; 20 converted 4/1969 to Maintenance of Way 59; 21 wrecked 1/24/1971 at Pilgrim State Hospital switch and scrapped on site; 34 wrecked in a yard collision in Speonk 1/1968 and scrapped 6/1968; 121 wrecked in an automobile train accident in Huntington 11/27/1966 and scrapped 3/1967; and 125 wrecked in a collision in the Jamaica Storage Yard 1/2/1968 and scrapped 3/28/1969. Cars 5, 7, 12, 15, 19, 22, 26-27, 30, 32-33, 38-39, 49-50, 93, 96-97, 103-105, 120, 122, 126, 135 retired and scrapped 1/13/1972-11/10/1972.

<b>P54</b>	<b>2nd 139-178</b>	<b>unknown</b>	<b>unknown</b>	<b>1911-1914</b>	<b>Coach</b>
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Former Pennsylvania Rail Road cars 21, 29, 34, 38, 49, 51, 53, 58, 64, 70, 74, 76-78, 80, 86-87, 92, 97-98, 632, 635, 125, 701, 127, 130, 170, 153, 156, 171, 315, 333, 351, 703, 709, 711, 718-719, 713, 739 acquired 4-6/1930 to replace cars 51-90 converted for multiple unit service. Car 161 wrecked at milepost 114, Montauk 10/25/1932 and scrapped thereafter, car 153 used as an instruction car at Morris Park 1959-1960, scrapped 3/1961. Cars 139-152, 154-160, 162-178 scrapped 1955-1956.

<b>P54A</b>	<b>2nd 314-340</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>5-6/1911</b>	<b>Coach</b>
<b>P54A</b>	<b>1st 341-343</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>6/1911</b>	<b>Coach</b>

After the Kew Gardens Wreck of 11/1950, this series of cars banned from the head and rear end of trains due to thin collision posts. Cars 314-323, 325-326, 328-331, 333-334, 336-337, 339-341, 343 scrapped circa 1952; cars 324, 327, 332, 335, 338, 342 scrapped 3/28/1969, 10/1967, 9/1957, 6/1968, 10/1967, 12/1968 respectively.

<b>P54A</b>	<b>1st 344-358</b>	<b>AC&amp;F</b>	<b>6401</b>	<b>4-5/1912</b>	<b>Coach</b>
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After the Kew Gardens Wreck of 11/1950, this series of cars banned from the head and rear end of trains due to thin collision posts. Cars 344-345, 348-358 scrapped circa 1952. Cars 346-347 scrapped 3/28/1969 and 4/3/1969 respectively.

<b>P54A</b>	<b>1st 359-370</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>6/2/1914</b>	<b>Coach</b>
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Cars 359-370 scrapped 1955-1956.

<b>P54B</b>	<b>1st 371-373</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>12/25/1916</b>	<b>Coach</b>
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Cars 371-373 scrapped 1955-1956.

<b>P54B</b>	<b>1st 374-388</b>	<b>Pressed Steel</b>	<b>unknown</b>	<b>3-5/1918</b>	<b>Coach</b>
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Railroad records also show AC&F as the builders of these cars. Car 378 wrecked 10/25/1932 at milepost 114, Montauk and scrapped soon after; 1st 388 wrecked 2/16/1947 at Kings Park and scrapped soon after; cars 375, 381-384, 387 scrapped 1955-1956. Car 385 withdrawn from service 11/5/1970 and donated to Central New York Chapter NRHS 1/8/1976; cars 374, 376, 379-380, 386 scrapped 2/28/1969 to 10/28/1970.



<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>	<u>DESCRIPTION</u>
<b>P54</b>	<b>2nd 388</b>	<b>unknown</b>	<b>unknown</b>	<b>unknown</b>	<b>Coach</b>
A former Pennsylvania Rail Road P54, number unknown, purchased 2/1947. Scrapped 1955-1956.					
<b>P54 Odd 1st 389</b>		<b>AC&amp;F</b>	<b>unknown</b>	<b>1914</b>	<b>Coach</b>
Built as Club Car "Nassau", converted to a coach after 1/1/1918 by order of the United States Railroad Administration, reclassified P54F at that time. Withdrawn from service 11/9/1970, scrapped in Brills Junction, New Jersey, 1/22/1971.					
<b>P54G</b>	<b>1st 391</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>1916</b>	<b>Coach</b>
Built as Club Car "Oyster Bay", converted to a coach after 1/1/1918 by order of the United States Railroad Administration. Withdrawn from service 12/1970, scrapped in the Coney Island Yard of the South Brooklyn Railway 1/15/1971.					
<b>P54C</b>	<b>1st 392-400</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>2/1921</b>	<b>Coach</b>
<b>P54C</b>	<b>2nd 401-422</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>2/1921</b>	<b>Coach</b>
Converted to multiple unit trailer cars 3-6/1925 with no change in car number. The builders of these cars is per the LIRR equipment control account book at the time of their acquisition, an equipment diagram dated June 24, 1926 and current at the time of their retirement lists the builder as the Standard Steel Car Company. Cars 392-401, 408, 414 modernized 12/1954-5/1958, converted to class P54D steam cars and renumbered 7392-7401, 7408, 7414.					
<b>P54D</b>	<b>2nd 423-431</b>	<b>AC&amp;F</b>	<b>9274</b>	<b>6-7/1922</b>	<b>Coach</b>
Converted to multiple unit trailer cars 3-4/1925 with no change in car number. Cars 424 and 426 modernized 3/1959, and 8/1955, converted to class P54D steam cars and renumbered 7424, 7426.					
<b>P54E</b>	<b>2nd 432-451</b>	<b>AC&amp;F</b>	<b>9503</b>	<b>5-6/1923</b>	<b>Coach</b>
Converted to multiple unit trailer cars 3-5/1925 with no change in car number. Cars 433 and 436 modernized 3/58 and 7/58, converted to P54D steam cars and renumbered 7433, 7436.					
<b>P54E</b>	<b>2nd 452-461</b>	<b>AC&amp;F</b>	<b>9504</b>	<b>10/1923</b>	<b>Coach</b>
Cars 455-456 modernized 6/1955, 12/1957 and renumbered 7455-7456. Cars 452-454, 457-461 scrapped 1/15/1970 to 6/1973.					
<b>P54D</b>	<b>2nd 462-477</b>	<b>AC&amp;F</b>	<b>121</b>	<b>5/1926</b>	<b>Coach</b>
<b>P54D</b>	<b>1st 478-481</b>	<b>AC&amp;F</b>	<b>121</b>	<b>5/1926</b>	<b>Coach</b>
Cars 462, 465, 467-472, 474-475, 478, and 481 modernized 11/1955 to 10/1958 and renumbered 7462, 7465, 7467-7472, 7474-7475, 7478, and 7481. Car 479 scrapped circa 1960; car 466 wrecked at Brookhaven 3/1964 and scrapped; 463-464, 473, 476-477, and 480 scrapped 11/12/71 to 9/13/72.					
<b>B1W</b>	<b>2nd 534-553</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>4-5/1914</b>	<b>Baggage Car</b>
Only 2nd 534 carried its' number, after delivery it was renumbered 651, balance of the order. 2nd 535-553 renumbered to 652-670 before delivery.					
<b>PB57</b>	<b>2nd 609-618</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>9-10/1927</b>	<b>Baggage Coach</b>
Cars 610-618 modernized 2/1958 to 4/1959 and renumbered 7610-7618. Car 609 scrapped circa 1960.					
<b>PB54</b>	<b>1st 619-623</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>9-10/1911</b>	<b>Baggage Coach</b>
After 11/1950, this group of cars banned from the head and rear end of trains due to light collision posts. In 1951, the seats were removed and the cars converted to full baggage cars. Cars 619-620, 622 scrapped circa 1952; 621, 623 scrapped circa 1958.					
<b>PB54</b>	<b>1st 624-626</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>6/2/1914</b>	<b>Baggage Coach</b>
After 11/1950, this group of cars banned from the head and rear end of trains due to light collision posts. In 1951, the seats were removed and the cars converted to full baggage cars. Cars 624-626 scrapped circa 1958.					
<b>PB54B</b>	<b>1st 627</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>1/29/1917</b>	<b>Baggage Coach</b>
Scrapped circa 1960.					
<b>PB54C</b>	<b>1st 628-631</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>6-7/1921</b>	<b>Baggage Coach</b>
Scrapped circa 1960.					

<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>	<u>DESCRIPTION</u>
<b>B40A</b>	<b>1st 641-650</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>10/1916</b>	<b>Baggage Car</b> Cars 641-645 Converted to Maintenance of Way Chloride Cars 497100-497104 circa 1934, cars 646-648 scrapped in Holban Yard circa 1934, cars 649-650 converted to Maintenance of Way Brush Cars 489840-498841 circa 1934.
<b>B40</b>	<b>2nd 651-670</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>4-5/1914</b>	<b>Baggage Car</b> Car 651 delivered as 534, after delivery it was renumbered 651, balance of the order, cars 535-553 renumbered to 652-670 before delivery. Cars 651, 655, 657, 663, 665, and 667 converted to Maintenance of Way Brush Car 498844, 498842, 498843, and 498845-498847 circa 1934; cars 652-656, 659-660, 662, 664 converted to Maintenance of Way Snow Scraper Cars 495745-495746, 495772-495773, 495744, and 495791-495793 circa 1934. Car 658 used on "Fisherman's Specials" to Montauk 1934 to 1941 as an ice tray car; to Hempstead as additional baggage room space 1942 to 1946, stored in Morris Park 1947 to 1955, then to Babylon Yard as a parts storage car 1955 to 1963, then cut up in Babylon. Cars 661, 666, 668-669 scrapped in Holban yard circa 1936; 670 scrapped in Holban Yard circa 1939.
<b>B62</b>	<b>2nd 682-691</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>11/1910</b>	<b>Baggage Car</b> Scrapped between 1949 and 1951.
<b>BM62</b>	<b>1st 739-743</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>8-9/1911</b>	<b>Baggage Mail Car</b> All cars built with a thirty foot postal apartment. Cars 739-742 had multiple unit jumpers and electric heat when built to enable them to be used in electric trains. Car 739 had its' mail section and multiple unit jumpers removed 1953 and reclassified B62; 740 treated similarly in 1956, considered modernized and renumbered 7740; 742 had its' mail apartment shortened to 15 feet, and multiple unit jumpers installed 1954; 743 modernized 4/1955 and made multiple unit compatible to be used with both Rail Diesel Cars and multiple units, renumbered 7743. Cars 739, 741, 742 scrapped 1960, 1953, 1961.
<b>BM62A</b>	<b>1st 744-747</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>3/30/1914</b>	<b>Baggage Mail Car</b> All cars built with a thirty foot postal compartment, the ones in cars 744, 746-747 shortened to fifteen feet in 1944, 1946, 1946, respectively, 744-746 scrapped 1952, 747 scrapped 1960.
<b>BM62B</b>	<b>1st 748-749</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>1923</b>	<b>Baggage Mail Car</b> All cars built with a thirty foot postal apartment, both cars had theirs shortened to fifteen feet in 1947. Car 748 scrapped 1958, 749 1/1961. Car 749 was the last tuscan red Long Island Rail Road car.
<b>B62A</b>	<b>1st 1217-1219</b>	<b>AC&amp;F</b>	<b>5713</b>	<b>8-10/1910</b>	<b>Baggage Car</b> Built as Baggage Motor Cars 1217-1219, converted to steam hauled baggage cars c.1928 and reclassified B62A. Scrapped between 1950 and 1952.

<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>	<u>DESCRIPTION</u>
P54D	1st 7002-7004	AC&F	359	3/17/1927	Coach
P54D	1st 7006	AC&F	359	3/26/1927	Coach
P54D	1st 7008-7009	AC&F	359	3/26/1927	Coach
P54D	1st 7011	AC&F	359	4/8/1927	Coach
P54D	1st 7013-7014	AC&F	359	4/8/1927	Coach
P54D	1st 7016-7018	AC&F	359	4/8/1927	Coach
P54D	1st 7023-7025	AC&F	unknown	6/1927	Coach
P54D	1st 7028-7029	AC&F	unknown	6/1927	Coach
P54D	1st 7031	AC&F	unknown	6/21/1927	Coach
P54D	1st 7035-7037	AC&F	unknown	6/26/1927	Coach
P54D	1st 7040-7048	AC&F	unknown	6-7/1927	Coach
P54D	1st 7091-7092	AC&F	unknown	8/15/1927	Coach
P54D	1st 7094-7095	AC&F	unknown	8/15/1927	Coach
P54D	1st 7098-7099	AC&F	unknown	8/15/1927	Coach
P54D	1st 7101-7102	AC&F	unknown	8/22/1927	Coach
P54D	1st 7106-7109	AC&F	unknown	8/22/1927	Coach
P54D	1st 7110-7119	AC&F	unknown	9/1927	Coach
P54D	1st 7123-7124	AC&F	unknown	9/19/1927	Coach
P54D	1st 7127-7130	AC&F	unknown	9/1927	Coach
P54D	1st 7132-7134	AC&F	unknown	9-10/1927	Coach
P54D	1st 7136-7137	AC&F	unknown	10/3/1927	Coach
P54D	1st 7138	AC&F	unknown	8/15/1927	Coach

Car 100 renumbered 138 upon delivery. Cars 2-4, 6, 8-9, 11, 13-14, 16-18, 23-25, 28-29, 31, 35-37, 40-48, 91-92, 94-95, 98-99, 101-102, 106-119, 123-124, 127-130, 132-134, 136-138 modernized 12/1954 to 12/1958 and renumbered 7002-7004, 7006, 7008-7009, 7011, 7013-7014, 7016-7018, 7023-7025, 7028-7029, 7031, 7035-7037, 7040-7048, 7091-7092, 7094-7095, 7098-7099, 7101-7102, 7106-7119, 7123-7124, 7127-7130, 7132-7134, 7136-7138. Cars 7002, 7016, 7031, 7045, 7091, 7092, 7099, 7102, 7109, 7115, 7127, 7128, 7133, 7136 sold to the Steamtown Foundation 12/21/1974; cars 7004, 7014, 7018, 7037, 7042, 7094, 7107, 7113, 7114, 7118, 7138 sold 1/13/1975 for use as a shopping center in Boonton, New Jersey; 7003, 7129 wrecked at WIN Tower 5/21/1973 and cut up on the site; 7098 wrecked in a collision in the Jamaica Storage Yard c.1962 and scrapped. Cars 7006, 7008-7009, 7013, 7017, 7023-7025, 7028-7029, 7035-7036, 7040-7041, 7043-7044, 7046-7048, 7095, 7101, 7106, 7108, 7110-7112, 7116-7117, 7119, 7123-7124, 7130, 7132, 7134, 7137 scrapped 6/29/1972 to 9/1974.

P54D	1st 7392-7401	AC&F	unknown	2/1921	Coach
P54D	1st 7408, 7414	AC&F	unknown	2/1921	Coach

Built as P54C steam cars 392-400, 408, 417, converted to multiple unit trailer cars 3-6/1925 with no change in car number. The builders of these cars is per the LIRR equipment control account book at the time of their acquisition, an equipment diagram dated June 24, 1926 and current at the time of their retirement lists the builder as the Standard Steel Car Company. Cars 392-401, 408, 414 modernized 12/1954-5/1958, converted to class P54D steam cars and renumbered 7392-7401, 7408, 7414. Cars 7392, 7395-7398, 7400 scrapped 6/24/1972 to 9/74. Cars 7393-7394, 7399 sold to Steamtown Foundation 12/21/1974 to 3/29/1975. Car 7408 wrecked in Setauket 1/19/1973 and cut up on site one month later, 7401 scrapped on 12/21/1974, 7414 on 8/13/1974.

P54D	1st 7424, 7426	AC&F	9274	6-7/1922	Coach
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Built as P54D steam cars 424, 426; converted to multiple unit trailer cars 3-4/1925 with no change in car number. Cars 424 and 426 modernized 3/1959, and 8/1955, converted to class P54D steam cars and renumbered 7424, 7426. Scrapped 8/13/1974 and 12/21/1974.

<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>	<u>DESCRIPTION</u>
<b>P54D</b>	<b>1st 7433, 7436</b>	<b>AC&amp;F</b>	<b>9503</b>	<b>5/21/1923</b>	<b>Coach</b> Built as P54E steam cars 433, 436. Converted to multiple unit trailer cars 4/13/1925, 3/31/1925 with no change in car number. Cars 433 and 436 modernized 3/1958 and 7/1958, converted to P54D steam cars and renumbered 7433 and 7436. Both cars scrapped 12/21/1974.
<b>P54E</b>	<b>1st 7455-7456</b>	<b>AC&amp;F</b>	<b>9504</b>	<b>10/23/1923</b>	<b>Coach</b> Cars 455-456 modernized 6/1955, 12/1957 and renumbered 7455-7456, scrapped 2/24/1972, 5/13/1973.
<b>P54D</b>	<b>1st 7462, 7465</b>	<b>AC&amp;F</b>	<b>121</b>	<b>5/1926</b>	<b>Coach</b>
<b>P54D</b>	<b>1st 7467-7472</b>	<b>AC&amp;F</b>	<b>121</b>	<b>5/1926</b>	<b>Coach</b>
<b>P54D</b>	<b>1st 7474-7475</b>	<b>AC&amp;F</b>	<b>121</b>	<b>5/1926</b>	<b>Coach</b>
<b>P54D</b>	<b>1st 7478, 7481</b>	<b>AC&amp;F</b>	<b>121</b>	<b>5/1926</b>	<b>Coach</b> Cars 462, 465, 467-472, 474-475, 478, and 481 modernized 11/1955 to 10/1958 and renumbered 7462, 7465, 7467-7472, 7474-7475, 7478, and 7481. Car 7465 wrecked 1/24/1971 at Pilgrim switch and scrapped there; 7478 donated to the Kentucky Railroad Museum 4/23/1976. Cars 7467-7468 sold for use as a shopping center in Boonton, N.J. 1/3/1975; car 7472 sold to the Steamtown Foundation 3/29/1975. Cars 7462, 7469-7471, 7474-7475, 7481 scrapped 7/20/1972 to 8/12/1974.
<b>P54D</b>	<b>1st 7483, 7485</b>	<b>AC&amp;F</b>	<b>360</b>	<b>4-5/1927</b>	<b>Coach</b> Built as T54B trailer cars 483, 485; modernized 4/58, 9/58 and converted to class P54D steam cars and renumbered 7483, 7485. Car 7483 sold to the Steamtown Foundation 9/29/75; 7485 sold for use as a shopping center in Boonton, N.J. 1/13/75.
<b>PB57</b>	<b>1st 7610-7618</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>9-10/1927</b>	<b>Baggage Coach</b> Cars 610-618 modernized 2/1958 to 4/1959 and renumbered 7610-7618. Cars 7610-7618 scrapped 3/17/1969 to 11/10/1972.
<b>B62</b>	<b>1st 7740</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>8-9/1911</b>	<b>Baggage Mail Car</b> This car built with a thirty foot postal apartment and had multiple unit jumpers and electric heat when built to enable it to be used in electric trains. Car 740 had its' mail section and multiple unit jumpers removed 1956 reclassified B62, considered modernized and renumbered 7740; scrapped 4/1963.
<b>BM62</b>	<b>1st 7743</b>	<b>AC&amp;F</b>	<b>unknown</b>	<b>9/5/1911</b>	<b>Baggage Mail Car</b> Built as a steam car numbered 743, modernized 7/55 and renumbered 7743, equipped with an underfloor power plant, multiple unit jumpers and electric heat allowing it to be used in electric trains. This car was specifically assigned to the New York and Patchogue Railway Post Office run, operating in multiple unit trains west of Babylon and behind Rail Diesel Cars east of there. The car was withdrawn 6/18/1965 and scrapped 12/1965.
<b>P54D</b>	<b>1st 7921</b>	<b>Standard Steel</b>	<b>unknown</b>	<b>6/15/1915</b>	<b>Coach</b> Built as T54 trailer car, modernized 10/1964 and converted to class P54D steam car 7921, withdrawn from service 1972 and used as an exhibit car numbered 921 during 1976.
<b>P54D</b>	<b>1st 7922</b>	<b>AC&amp;F</b>	<b>360</b>	<b>5/1/1927</b>	<b>Coach</b> Built as T54B trailer car 507; modernized 4/1965 and converted to a class P54D steam car numbered 7922, the last car modernized; scrapped 7/31/1972.

GENERAL NOTES

**Modernization:** The modernized cars had their interiors upgraded with 3 and 2 vinyl covered seating, baseboard heaters substituted for underseat heaters, bare bulb lighting replaced with recessed lighting, new luggage racks, tile floors, mechanical overhaul, electric marker lights, and a complete repainting. All cars that were modernized had 7000 added to their car number.

**Roofs:** Classes B40, B40A, P54C, P54D, and PB57 had arch roofs, all other cars had monitor roofs. The arch roof cars were often referred to as "Pings" or "Ping Pongs" due to a tendency to bounce when coupled between two heavier cars.



- 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, derailling 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  
 Jackson & Sharp 1893; 10 closed cars; 64'9" length; seating 72. All sold to Georgia Car & Locomotive Co. Dec. 1925  
 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  
 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. 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  
 Bowers, Dure & Co. 1880; 10 coaches; 60'2" length; seating 62.  
 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  
 Gilbert & Bush 1880; 11 coaches; 60'8" length; seating 62. Renum-  
 bered 442-452 in 1898. On Jan. 1, 1920 all 400's were preceded  
 by zero.  
 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  
 Gilbert & Bush 1888; 15 coaches; 61'4" length; seating 62.  
 453-455, 457-467 sold to Georgia Car & Locomotive Co. July  
 1924  
 456 sold to Georgia Car & Locomotive Co. Jan. 1927  
 Jackson & Sharp 1893; 10 coaches; 64'5" length; seating 68. All sold  
 to Georgia Car & Locomotive Co. Dec. 1925

The following begin the steel passenger cars:

- 314-343 American Car & Foundry 1911; 30 closed cars; first steel non-elec-  
 tric 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 Builder & date unknown; 51'9" length; all scrapped probably 1908-09.
- 651-670 *American Car & Foundry 1914*; 20 steel baggage cars; class (new) 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 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 *American Car & Foundry 1910*; 10 steel baggage cars; class (new) 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 *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

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

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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.

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389 *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)

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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.
- 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.

**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; (2000) 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.

"Central Hospital car, built May 1911 from a Pullman parlor car to Islip" transport insane persons; fitted up according to plans of the State Commission. Put into service July 12, 1911.



All five cars were converted to steam in the 1920's; then 1215 and 1216 were converted back to electric, while 1217-1219 remained as steam cars. Baggage cars 1215-1219 had electric markers and headlights but were used in steam service, the motor trucks being switched and put under five cars in the 1205-1214 series which made them 4-motor cars & they were used for pulling steam baggage & express cars.

- 1348-1349 *American Car & Foundry 1912*; two combination cars; type MPB-54; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 108,700 lbs. weight; two WH 308 motors; seating 52. Green plush seats; hinged doors. Originally Pennsylvania Railroad 4513-4514; came to LIRR Feb. 1923.
- 1350-1364 *Standard Steel 1910*; fifteen steel combination cars; type MPB-54; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 105,250 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 51.
- 1365-1369 *American Car & Foundry 1912*; five combination cars; type MPB-54; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 108,700 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 51.
- 1370-1381 *American Car & Foundry 1913*; combination cars; type MPB-54; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 111,000 lbs. weight; monitor roof with sloping ends; seating 53; two WH 308 motors.
- 1382-1384 *American Car & Foundry 1913*; three passenger-baggage-mail cars; type MPBM-54; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 115,300 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 32.
- 1385-1399 *American Car & Foundry 1914*; fifteen passenger-baggage cars; type MPB-54. 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 110,900 lbs. weight; monitor roof with sloping ends; two WH-308 motors; seating 53. #1391 has been preserved by the LIRR as a museum car.

## Electric Cars

- 1000-1133 *American Car & Foundry 1905*; 134 steel passenger cars; type MP-41 51'4' length overall; 8'8' width; 12'1 1/2' height; 82,138 lbs. weight; monitor roof with sloping ends; two WH 113 motors; seating 52. Closely modeled on IRT cars to permit joint service in the Manhattan subway.
- 1200-1204 *Wason 1905*; five wooden baggage & express cars; type MB-45; 52'8' length overall; 9'11' width; 13'0' height; 76,444 lbs. weight; monitor roof with sloping ends; two WH 113 motors. Large square end windows; side doors; used between Brooklyn & Jamaica. Retired June 1934. MCB couplers, used to tow regular steam baggage cars.
- 1205-1208 *American Car & Foundry 1910*; four steel baggage cars; type MB-62 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 129,650 lbs. weight; monitor roof with sloping ends; four WH 308 motors.
- 1209-1210 *American Car & Foundry 1910*; two baggage & mail cars; type MBM-62; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 112,600 lbs. weight; monitor roof with sloping ends; four WH 308 motors. Mail section added in 1925 and two motors removed.
- 1211-1214 *American Car & Foundry 1910*; four steel baggage cars; type MB-62; 64'5 1/2' length overall; 9'11 1/2' width; 13'0' height; 111,000 lbs. weight; monitor roof with sloping ends; four WH 308 motors. Modified in 1925 to two-motor cars; class then changed to MB-62A.
- 1215-1219 *American Car & Foundry 1910*; five steel baggage cars; type MB-62; 64'5 1/2' length overall; 9'11 1/2' width; 13'0' height; 129,650 lbs. weight; monitor roof with sloping ends; four WH 308GL motors

1401-1420 *American Car & Foundry 1908-09*; twenty passenger coaches; type MP 54A; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 104,400 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 69. #1409 was wrecked in 1949 in a crash in the Sunnyside Yards. The first five cars were delivered in November 1908.

1421-1450 *American Car & Foundry 1908*; thirty passenger coaches; type MP-54; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 104,200 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 72. Cost \$18,500. No toilets in this group; had baggage racks.

1451 *American Car & Foundry 1906*; type P-58. This car was always a steam car and, strictly speaking, does not belong in this list of electric cars; for the sake of completeness in numbers it is inserted here. This car was delivered as #1401, a model car, in December 1906, and was put into steam service on Dec. 13 on the Block Island Express for a trial run. On Dec. 17, 1907, it was renumbered to #1451 to vacate 1401 for new MU's on order.

#1451 had a monitor roof, square windows in the end sheets, wooden side doors and seated 72. Later became club car "Smithtown", then club car 179, then coach 179.

1452-1551 *American Car & Foundry 1910*; 100 passenger coaches; type MP-54A; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 104,400 lbs. weight; monitor roof with sloping ends. Two WH 308 motors; seating 69.

#1482 wrecked in Feb. 1950 in Rockville Centre gauntlet track wreck.

#1516 wrecked in Nov. 1950 in Kew Gardens crash.

#1523 wrecked in Nov. 1950 in Kew Gardens crash.

1552-1601 *American Car & Foundry 1911*; 50 passenger coaches; type MP-54A; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 109,400 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 69.

1602-1621 *American Car & Foundry 1912*; 20 passenger coaches; type MP-54A; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 111,200 lbs. weight. Monitor roof with sloping ends; two WH 308 motors; seating 69.

1622-1636 *American Car & Foundry 1913*; 15 passenger coaches; type MP-54A; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 111,000 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 69. #1632 is preserved by the LIRR as a museum car.

1637-1676 *American Car & Foundry 1914*; 50 passenger coaches; type MP-54A; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 110,350 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 71.

1778-1783 *American Car & Foundry 1912*; six passenger coaches; type MP-54A; 64'5 1/4' length overall; 9'11 1/2' width; 13'0' height; 106,000 lbs. weight; monitor roof with sloping ends; two WH 308 motors; seating 68. Transferred from the Pennsylvania Railroad in 1923 to the Long Island R.R. Original numbers:

202 to 1778; 204 to 1779; 206 to 1780; 203 to 1781; 205 to 1782

201 to 1783. These cars had green plush seats and hinged doors.

Note for most MP-54 & MP-54A: (unless otherwise noted)

Interior: 2 and 2 rattan seating; 1 toilet; double sliding end doors; no baggage racks.

Exterior: porthole windows in end sheets; square windows in storm doors; crank operated manual side doors; small round headlights; identification lights.

#### ELECTRIC TRAILERS

907-926 *Standard Steel 1915*; twenty arch-roof steel M. U. trailer cars; 64'5 1/4' length over couplers, 9'10 7/16' width; 13'0' height, seating 80; 63,000 lbs. weight. Class T-54

927-951 *Standard Steel 1916*; twenty-five arch-roof steel multiple unit trailer cars; 64'5 1/4' length over corners; 9'10 7/16' width; 13'0' height, seating 80, 63,100 lbs. weight, class T-54A.

952-996 *Pressed Steel 1917*; 45 arch-roof steel multiple unit trailer cars; 64'5 1/4' length over couplers; 9'10 7/16' width; 13'0' height; seating 80; class T-54A.

She

737 PAR 3/1928

Arrived 12/1928

RPO Section added  
ended 77-37 :

Renumber WST + place  
SUC as a tool car

---

710 PAR always

12  
5