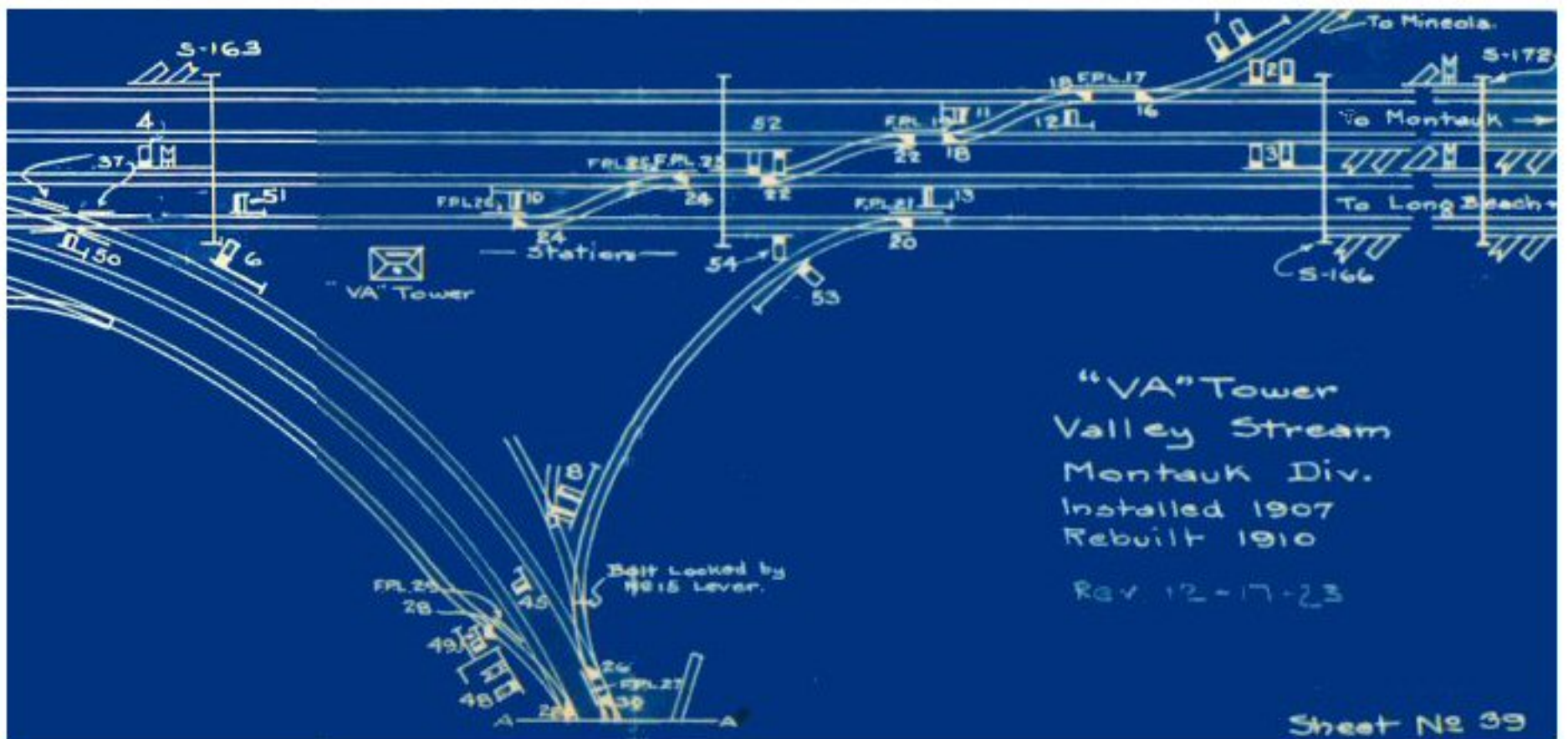


Well, we got our "five day week" out of the strike and it would go in effect with the timetable change in September, but the RR sure lost the sizeable bulk cement business! Before the strike ^{THE R.R.} had quite a list of bulk cement consignees, receiving it in covered hoppers from the cement region in eastern Pa. The strike lasted so long that the consignees resorted to bulk cement trucking by Matlock Trucking Co. and decided to stay with that method instead of by rail.

Probably the RR lost a few commuters too, at least for a few weeks until the delays on the famous Long Island Expressway "got to them"! One thing I was finally able to do because of the strike was to go on a "Iron Horse Ramble" run by the Reading Railroad. It was a Sunday trip out of Belle Meade, N.J. behind a T-1 class 4-8-4, no. 2124. We went to Phila. and then west to Reading, Pa. After taking water on here we went east to Allentown and then south on the Perkiomen Br. to Bridgeport Pa. Engines were changed here and we lost the 2124 as EMD FP-7s nos. 905-906 took us back to Belle Meade.

Gosh!, "it was really great to ride behind "main line steam" again at sixty or better once more." The Strasburg RR with its leisurely gait is better than a "steam" at all, but they will never thrill me like the "Reading Rambles" did.

About the end of September I became acquainted with W.D., (Bill), Slade of Lynbrook, N.J., another unofficial "LIRR historian" like myself. "Bill" was into LIRR history many years before I got into it and as a result had many dates on station buildings and openings, as well as when they were torn down or eliminated from the timetable. What's more he had a "friend" in the PRR's Phila. headquarters who made copies of all the 1916 "Valuation Blueprints" of the entire LIRR for



VA Interlocking - Valley Stream partial blueprint Archive: Art Huneke

im. These blueprints were a real "find" for me as they showed me what such places on the RR as Valley Stream, Lynbrook, The Atlantic Br. on the "surface" to Brooklyn, etc. were like before "grade crossing eliminations" forever changed them. I made quite a few visits to Bill's studying the interesting details on these blueprints. They were invaluable to my upcoming LIRR system maps, now in Stony Brook University's "Special Collections Dept."

With the Sept. timetable change and pick of new runs for the fall and winter I was able to pick a run out of "Port" that was a "day" job and had Sat., Sun. and Holidays off, "I never had it so good"!

One snowy morning in early 1961 as we went west on the Main Line headed for Hunterspoint Ave., I noticed two tracks in the Jamaica "advance yard" filled with what appeared to be thru the blowing snow, PRR parlor cars or P70 coaches. After we deadheaded back to the storage yard on our engine I quickly made my way to the advance yard to see why all these PRR cars were on the LIRR in "off season"! Walking between the two tracks holding the cars to keep out of the wind, I soon discovered they were all PRR, (nee Pullman Co.), parlor cars.

They were all securely locked up and since our PRR/LIRR standard coach key could not work in a "Pullman" lock, I had to continue my "looking" from the outside. All told there were twenty four cars on the two tracks. They were not all "straight" twenty eight seat, one drawing room parlor cars though. Five of them were Parlor-Lounge-Buffer type and at least one boasted a "solarium end"! I dutifully copied all the names and PRR numbers down for future reference.

The yardmaster told me the RR had bought them at slightly over scrap price. Anyway, they sure looked good, those "guardians of standard railroading", of which much was fast fading on the LIRR! Between the day I first saw them and Memorial Day, all twenty four cars would be repainted in the new LIRR parlor



**Parlor Patchogue #2020
Montauk Yard - 5/15/1966
(Rugen-Keller)**



**Parlor #2023 WYANDANCH
Riverhead Yard c.1963
Archive: Mike Boland**

car paint scheme of blue and grey with either names of LIRR served towns or Indian tribe names. The latter were applied to the five "lounge cars". Numbers were furnished on the bottom of "end sheets" of the cars. The two ex D.L.& W. parlors were also now in the "parlor car paint scheme" as well.

The coming summer season would see LIRR owned parlors numbering twenty six, meaning that fewer PRR parlors would have to be leased as in former years. The business car "Jamaica" would bring up the markers end on the all



Parlor 1st Jamaica Cannonball at Easthampton 9/1962 Archive: Dave Keller

parlor "Cannonball" starting in the summer of 1962. Liquor would be available on all the "parlors", the attendant using the spacious men's lounge in the end for his "bar"!

One May Saturday I took a ride from Hoboken to Branchville, N.J. on the Erie-Lackawanna's train of open-end combine and single coach, plus two "ancient" looking, wooden milk cars. The recent merger of October, 1960 of these two railroads was nowhere in evidence on this Sat. p.m. train. Every piece of equipment from the ex D.L.&W. EMD "geep", (a GP-7), to the last car was still lettered "Lackawanna".

Leaving time at one thirty p.m. saw only about thirty passengers aboard, no doubt the two milk cars contributed more revenue to keep the train on! It was a leisurely ride making all the stops over the Boonton Br. After Netcong, here we entered the Sussex Br., the ride became more and more rural and scenic.

Dogwood was "king" in this part of New Jersey and it was blooming in all its springtime beauty upon the hills. The only feature missing was "sunshine", it being a very dark, but warm and muggy day. Before we got to Branchville we stopped while the engine was turned on a wye, so the train could be backed the short distance into town. I snapped a few "black and whites" of the old depot and the crew picking up a steel GPEX milk reefer from the creamery opposite. At this time all the "milk cars" were switched to the head end. After a few miles on the eastbound trip back to the city we stopped at another creamery. Here we swapped our two "ancient"^{EMPTY} wooden milk cars for two of the same type, loaded with milk cans

All three loaded milk cars were destined for the Orange team tracks in that town. The train would go over the "M&E" line after Denville Jct., and no passengers were carried east of Dover. An MU train after a short wait there could pick up any people that had gotten off the Sussex Br. train. I detrained at Netcong as I noted from the timetable that there was still a Sat. p.m. train to Washington, N.J. due in about an hour. I had never ridden the "old main line" and this would be my only chance to at least ride part of it.

It was a short train of a combine and two coaches, all "open-platform types", of course, pulled by twin-unit EMD "cab" locomotives. The skies were really threatening by this time and there was much lightning over to the west, probably over the Kittatinny Mountains along the Delaware River. Hackettstown was the only place of any size on this part of the "old main line" and after that I had a "private car" into Washington.

As soon as the train stopped, the storm "broke" and I ducked for shelter under the station eaves. I had planned to hitch-hike the six miles over to Hampton and ride back to Jersey City on CNJ train 194, which was due there about eight p.m.. No way could I do that in this torrential cloudburst which was going on. In about half an hour, even with the storm overhead, I heard a train coming from the east, the way we had just come over. It turned out to be the Port Morris to Scranton local freight with two EMD "F" units pulling a "dead" Alco "RS-3", followed by about forty cars of mixed freight. The wooden caboose stopped opposite the depot and the conductor hopped off to use the "block phone" near where I was huddled from the pouring rain.

He asked me what I was standing there for? When I explained the situation to him and showed my annual LIRR pass he said, "Get on the hack and we'll drop you off at East Stroudsburg. No. 10, (The New York Mail), will come along in an hour or two and you can catch her back to Hoboken". ---As the rain showed no signs of letting up, I readily accepted! Besides, I would get to ride over the remainder of "the old main line" which had no passenger service.

Even though it was getting dark, I enjoyed the ride looking out the rear door of the hack, hanging on tightly of course, for possible "slack action". There were two tunnels, first Oxford and then Manunka Chunk. Before the famous 1955 Flood there was a PRR "Bel-Del" Br. track connection just beyond this second tunnel. PRR passenger trains from Trenton had trackage rights over the D.L.& W. from there into East Stroudsburg.

The conductor praised our B.R.T. general chairman, Harold Pryor, "to the skies", telling me over and over how lucky we were to have him. It was true of course, as he alone had gotten the LIRR conductors and trainmen many, many benefits that other men on various N.Y. area railroads could only dream of!

"The plan" was for me to walk forward to the "dead Alco RS-3" while the head end crew picked up twenty or so empty hoppers at Portland yard, the jct. with the "B&P" division. The engineer would slow down, but not stop at East Croudsburg sta. so I could drop off the "RS-3" on the right side, away from the lighted platform, just in case anyone might be watching! After the brief Portland "pick-up" we soon arrived at Slateford Jct., junction with the N.J. "Cut-Off". I was sitting in the "dead" Alco in the engineer's seat, while the conductor had returned to the hack. He would have to line-up the junction switch for the "Cut-Off", once we were clear of the "old main line".

Since the train was strung out on a curve, after he lined the switch he threw a lighted fusee high in the air. This was the way he let the engine crew know he was on the hack and we could ^{go} thru the Delaware Water Gap and on west.

Now the rains had ceased and it was a very clear, starry night as we transversed the mountains in this famous area. About midnite we went thru East Croudsburg and I had no trouble "unloading" off the "RS-3", quickly walking to some shadows on the north side of the track. As the hack passed the conductor saw me and gave the engine crew a "highball". It was a quiet night and in the slight westerly wind, you could hear those "EMDs" gunning their way up the Pocono Mt. grade long after the markers had vanished from sight.

No. 10 came in "right on time" with several "head-end cars", a single "Phoebe" post war coach and one "streamlined" sleeper. The interior lights were turned off in that comfortable car, and I had no trouble dozing off as we sped across New Jersey on the "Cut-Off." ---All in all, it had been an interesting Saturday!

With the summer 1961 timetable I was able to hold the same run I had been on since Sept. of the previous year. This gave me most of the afternoon off as we finished up for the day in "Port" on train 616 about two. We went into L.I. City in the morning on train 611, although nearly everybody got off at Interpoint Ave. to take the I.R.T. "Flushing Line" into the east side of Manhattan. On arrival in the L.I. City passenger yard on train 611 we used to "hop off," (if there were no passengers,) at the switchman's shanty as the dead-ending equipment of train 609 would wait for us to ride to Jamaica storage yard with them.

This "equipment move" would leave as soon as our crew got on, meanwhile our own train was still moving towards the bumping block. One August forenoon we were all relaxing in the trainman-conductors room in the storage yard when the assistant trainmaster strode in and addressed us all with. "Did you gentlemen know that your train, (611), is all "over the ground" in L.I. City?" Talk about embarrassing moments! What had happened was after we "hopped-off" the first two cars derailed due to the rails spreading under them. That ended the

opping-off" for good! No one got any "time" because of that incident at that. One late summer Friday night we happened to be at Hampton Bays when train 28 arrived around nine p.m.. This train always carried four or five PRR parlors as twenty six LIRR parlors were still not enough to cover all the "Friday night runs". Imagine our surprise to see Lehigh Valley car no. 1000 behind the last parlor and it being used as a dining car! Unbelievable, yet there it was with white-coated waiters serving the "Weekend Chiefs" and their "Squaws" seated at tables along the wide windows!

The last dining car had operated on the LI in the summer of 1941 and the chances of ever seeing another one, (at least we all thought), on the LIRR were about as good as seeing a big snowstorm in Havana! On August twenty second the car had arrived at Morris Park and had almost immediately been placed in service. During the fall the car would be repainted in LIRR "parlor car colors" and be named "Tuscarora Club". The car was known as a "Cafe-Diner" on the LV.



**Tuscarora Club at Morris Park
Photo/Archive: James Gillin**

The car had six-wheel trucks of early vintage indicating it had served the LV for many years. About 1939 it had been rebuilt to "harmonize" with the brand-new "American Flyer" type coaches then being put in service, by the LV. Air-conditioning was of the "electro-mechanical type" and it seated forty. One thing I always wondered about" with all the acquired "parlors."----- Why didn't they lose their diaphragms as did all "coaches-acquired"? Already, all thirty ex B&M cars had lost theirs. Apparently the "commuters" didn't rate with the "money people" as to comfort passing between cars!

By now the ex B&M coaches were starting to lose some of their seats so "stand-up bars" could be installed on one side of the car. The commuters liked to be "well-oiled" for their arrival at the "home town depot". It put them in a much better mood to greet the wife and kids after a tough day in an air-conditioned office!



**LIRR bar car #120 - c.1961
(John Duprey - NY Daily News)**

T54B #6508 Club/Bar Jamaica Yard E Photo/Archive: Art Huneke

During August I took the family on a trip to the Berkshires by riding the NH thru Danbury and the Housatonic Valley to Pittsfield, Mass. "FL-9s" took us to Danbury and we changed to an RDC there, which happened to be a leased B&M one. After a short wait, a single NYC RDC took us to Chatham, N.Y. on the former Boston Albany. We stayed here overnight and walking around the town I could find no trace of where the Putland sta. and connection to the B&A had been.

Next morning we rode the NYC Harlem Div. behind twin EM "C-Liners" with EMD 567" engines in them, sounded real "odd" at trackside! That Harlem Valley line was tops for scenery, at least as far as Brewster. Around Millerton there some pretty high mountains to the east and all the way down the farms are everywhere. Why I didn't ride this line in "steam days" is a mystery, as diesels didn't take over until summer of 1952. I am thankful I did see NYC Hudsons, Pacifics and Niagaras "perform" thru Peekskill in the fall of 1951!