

The 1962 "summer timetable" took effect on June third with a new parlor service from Hunterspoint Ave. to Montauk beginning the following Friday afternoon. This was train 22, with the name "The Cannonball" neatly displayed



**The Cannonball -Friday 1960's
Parlor #2038 SETAUKET
Photo/Collection: Art Huneke**



**Cannonball Rego Park
ALCO's RS3 #1556-1557
7/28/1966 - (Zahn-Boland)**

On a sign on the observation platform of the "Jamaica" which brought up the rear of the solid sixteen car, "all parlor" consist. This was the first season the "Jamaica", a business car, was used as a lounge car open to the public. It made a nice sight going over the road, and there were usually a few people enjoying the open-air ride on its "back porch"!

Mr. McNamara, ("Mac"), head of the RR's Special Services Dept. was really making a "big hit" with the summer crowd to the Hamptons. At Jamaica, when "The Cannonball" was due on track eight, "car position signs" were placed at three or four car intervals on platform E so passengers off the N.Y. and Brooklyn connections would know where their particular car was located. Parlor cars were assigned with "200 series nos."; for instance the first car behind the engines would be "221" and so on to the "Jamaica", it being car "237", if the train ran to seventeen cars, which it did on several Fridays.

Russell Spore, then Superintendent, was always up there on platform E on Fridays when no. 22 was due in, always wearing his "straw", (or Panama), hat! He always helped get the long train out on time by helping to close vestibule doors and answer questions from "late arrivals" asking if there were any seats left on "The Cannonball"? Usually there were in the three lounge cars or the "Jamaica". ---I always thought Mr. Spore enjoyed being part of the "crew" for those few minutes every Friday!

Just before leaving time, a man from "Hall" tower would come up on platform E and hand the engineer and conductor a form "19" train order stating that all block limit stations east of "PD" tower were out of service and "temporary block stations" were in service in place of them. The "temporarys" were a block operator with a portable block signal at Speonk, Bridgehampton and Amagansett.

This operation, on summer Fridays only, was so the train crews would not have to report clear of or obtain the block as the trains progressed east. It really worked quite well for a number of years. Motive power on no. 22 was frequently three 1600 H.P. Fairbanks Morse or Alco road switchers. Near the end of the summer the RR bought two Alco "RS-2" engines from the D&H to pull "The Cannonball"

Another heavy train on Fridays was no. 28, "The Weekender" out of Jamaica at



**Montauk Point - July 7, 1963
Cannonball observation car SETAUKET
Weekender observation car JAMAICA
Photo: Norman Kohl**

seven p.m.. That usually ran with at least eight parlors, the diner, and seven coaches. Train 214 to Greenport also carried two parlors in 1962, (Fridays only).

"Mac" had'n't forgotten the morning commuters. Many of the ex B&M coaches converted to "bar cars" now served coffee, juice and pastries coming west in the morning. This would last for a number of years and was very popular on cold mornings when those well-heated "B&M" cars were part of the consists!

Returning Sunday evenings from Montauk, train no. 4011, "The Sundowner" was long train, usually headed by at least two 1600 H.P. diesels, and at times three. Leaving Montauk at six forty three p.m., the consist from the motive power back was at least six 2900 series coaches; the diner; at least eight parlor cars, and bringing up the markers, the "Jamacia" with observation platform "east". This train went directly into Hunterspoint Ave, arriving at nine forty two.

"Mac" arranged "limousine service" to meet the train and a dozen or more could be lined up on the bridge over the sta. They were waiting to take the tired "weekenders" to many parts of Manhattan. Of course the nearby I.R.T. "Flushing Line" was also available for those with less expensive tastes.

One disadvantage to running long trains such as Friday's no. 22 and 28, as well as no. 4011, were "the-way-too-short" sta. platforms "out east". Two or more station stops to platform the entire train became necessary for years on these and other big consists, which meant losing time all along the line. Only Southampton was ever lengthened for a long train, when most stations could have been made longer with some "dirt fill" and old ties. Surely it could've been that expensive!

Compared to the 1938-1941 "Condensed Timetable", (Form LI 22), of service from Riverhead east and Eastport east, the present public timetables were "spartan" indeed. "Form LI 22" showed the individual train names and what their equipment consisted of, such as whether or not the train's cars were air conditioned; what type of parlor car or buffet lounge parlor was on it; if it carried a diner or club car; etc, etc. The modern public tables only mentioned the two words "parlor car" if the train had one. To be fair, the train "names" were listed. Somehow this "downplaying" the train consists didn't sound like "Mac". I'll bet someone "higher up" wanted that parlor service kept as quiet as possible for some reason!



Tuscarora Club Dining Car
Walter F. McNamara Dir. Special Services
Right: Henry A Weiss, VP Passenger Ops
Porter Willie Wilson standing
Photo: Ron Ziel Archive: Mike Boland

Meals in the ex LV diner, (now the "Tuscarora Club"), were as follows: Friday nights going east on train 28, "Hot meals"; Sunday evenings westbound on train

Long Island Rail Road "Weekend Chief"

... Menu ...

Dinner a la carte

Appetizers

JUMBO SHRIMP COCKTAIL .....	.95
CHILLED CLAMATO JUICE COCKTAIL .....	.35
MONTAUK CLAM CHOWDER .....	.40
SOUP DU JOUR .....	.40
CHILLED TOMATO JUICE35

Relish Tray

HEARTS OF CELERY - GREEN & RIPE OLIVES AND SWEET GERKINS50
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Entrees

MONTAUK SEAFOOD CASSEROLE MORNAV	2.95
<i>(Filet of Sole, Shrimps, Mushroom Caps - Baked in Mornav Sauce - Served piping hot in individual casserole)</i>	
TUNA FISH SALAD PLATE	2.25
<i>(Tuna Salad on bed of Lettuce Garnished with Hard Boiled Egg - Tomato Wedges and Sliced Beets)</i>	
SOUTHERN FRIED DISJOINTED CHICKEN	2.75
CHARCOAL BROILED SMALL SIRLOIN STEAK	4.25

Choice of two served with above entrees

- Tiny Belgian Carrots au beurre*
- Peas & Pearl Onions Francaise*
- Baked Potato - Lettuce & Tomato*

Assorted Bread Or Rolls Served With All Entree Orders

Salads

L.I. SALAD BOWL	1.50
<i>(Crispy Mixed Greens, Topped with Julienne of Ham & Imported Swiss Cheese)</i>	
HEARTS OF LETTUCE & SLICED TOMATOES .....	.75
MIXED GREEN SALAD .....	.60
<i>(Choice of Mayonnaise, French or Roquefort Cheese Dressing)</i>	

Desserts

FRUIT COMPOTE .....	.50
IMPORTED ROQUEFORT CHEESE & CRACKERS .....	.50
SWISS GRUYERE CHEESE & CRACKERS .....	.45
CRACKER BARREL SHARP AMERICAN CHEDDAR CHEESE & CRACKERS .....	.40

Beverages

COFFEE - POT .....	.45	TEA - POT .....	.40
SANKA - POT .....	.45	MILK - GLASS .....	.25

OUR POPULAR GOURMET BUFFET
SERVED
FRIDAY AND SUNDAY EVENING
\$3.95



YOUR PATRONAGE IS APPRECIATED



TUSCARORA Club Dinner menu 1962-65 Archive: Mike Boland

4011, "Buffet Style". For a nominal sum, all the crews out at Montauk on Sunday afternoons could partake of the ample buffet spread in the diner before train 4011 left! During the week the diner operated westbound on train five in the morning and east in the afternoon on train 24, (ex Fri.). Full breakfast was served on no. 5, while no. 24 featured a "buffet" style meal.

One morning I was going down to the storage yard on "5" from Jamaica sta. and I asked her conductor, "Jimmy" Griffiths, how the public liked the diner? Jimmy replied, "Oh they like it fine, trouble is they stay too long after their meal and sip coffee, cup after cup, keeping other would be patrons from getting a table"! Jimmy was often called "parlor car Jim" by certain crews, as he was always requesting more "parlors" for his trains.

My regret is that I never ate in the diner the few years it was operated on the LIRR. I would have liked to "collect" in it, but at the time I owned a

a regular run in "Port". Most of the "summer" Montauk and Greenport trains were covered by men on the "extra board".

All kinds of "foreign" coaches were to be seen that summer of 1962 in the mall yard along the Montauk Br., back of the Morris Park shop buildings. First, in June came three ex BAR "American Flyer" coaches with reclining seats and a buffet-kitchen in one end, featuring "ice system" AC. About a week later, eight ex Maine Central and three Reading Company coaches were added. The "MEC" cars



LIRR P71 #8507
Osgood Bradley - ex-MEC
9/30/1962 Archive: Mike Boland

were monitor-roof jobs with "bucket-type seating". The eight had partitions dividing a "smoking section" from the rest of the car. All had "ice AC". The Rdg. cars were non-AC and all of the "arch-roof variety," so prominent on the Rdg.

All of the above received nos. in the 8500 series which meant no LIRR installation of an undercar power source for AC and lights. "Modernization" for those fourteen cars meant new electric markers, removal of diaphragms and of course the "grey paint scheme". The three ex BAR cars were made into "coach-bar" jobs with forty nine seats of the "two and three type" in one end. Their new nos. were 8551-8553.

That summer I managed to enjoy another Reading "Iron Horse Ramble", this time out of Port Reading, N.J., much closer to "home". Railfans Frank Zahn and Bill Rugen, also both LIRR employees, also made it. Frank was a "motor drill" conductor in Jamaica and Bill was Morris Park enginehouse's popular clerk. Both have helped me in many ways putting my LIRR maps and photos together.



LIRR #8551 ex-BAR #150
Osgood Bradley
(Votava-Boland)

Six more second-hand arch-roof "Osgood Bradley" coaches arrived at the Shops in August. They were originally in Boston and Albany commuter service out of Boston. However the LIRR bought them from the D&H, where and if the D&H ever used them, I never found out. After they were "modernized", the six were made into a "intact train" with the three ex Rdg. coaches. This consisted of a roundtrip to Jamaica. Those ex "B&A" cars still had "plush seats", something not seen in LIRR coach service in years!

The summer of 1962 I had a job which was almost like being on the "extra list". It was called the "Port Jeff. Relief" and worked a different set of trains everyday, with Thursday and Fridays off. The best part of being on a different run each day was that you didn't see the same faces five days a week. It was also a break for the commuters, they also got tired of being "punched" by the same person all week!

One more "treat" was in store for us in October. Walking over to the yard back of the shops one Sat., I discovered a D.L. & W. Business car with an observation platform on one end. The LIRR had bought it from the Erie-Lackawanna as they had a surplus of that type car due to the recent merger. No. 97 looked like it was in great shape. During the coming winter the shops would repaint it