

They obtained the steam whistle from somewhere and asked LILCO to mount it on their plant roof and connect it to the plant's steam lines. This way even without electricity the steam whistle could always be counted on in case of a fire. Apparently the whistle only saw use for LILCO's own needs, such as "shift-changes" or lunch time. If I happened to be in Bay Shore at any time when it would "blow", I always managed to be near the plant! In their reply to my letter, LILCO advised me that the whistle still belonged to the fire dept., and that I should write them for any further information.

I dropped the matter at that point and it wasn't long after that I noticed the whistle was missing from its pipe. Maybe they removed it in case I had any ideas on climbing up on the roof and "kidnapping" the whistle!

In a few more days I went back on my afternoon run in "Port" as the coal strike was over. This time the "middle" round trip was to "PW" instead of Oyster Bay. The "Tichy" new grey paint scheme was just becoming more no-



**Tichy scheme MP54 #1827
Hamilton Beach - View NE
6/25/1955 (Rugen-Keller)**



**ALCO RS1 #465 Jamaica Station
First Tichy painted unit 11/1949
Archive: Jeff Erlitz**



**LIRR #1501 H16-44
Morris Park Shops 1953
(Bill Rugen - Art Huneke)**

iceable on passenger cars as well as on the almost new Alco "RS-1" diesels. The very first car I saw in the new "grey" with white roof was the Oyster Bay club car, no. 811. By January of 1950, almost every train could "sport" a "grey car" somewhere in the consist.

It was also the time for passenger trainman and conductors to receive new style dark blue uniforms and hats to match. All "PRR in Keystone" buttons were replaced in kind with "LIRR in a circle". Hats lost their striping to



12/1949 - 1959 (Dave Keller archive)

**LI in a circle 1949
uniform replacement buttons
Photos/Archive/Info: Dave Keller**



**All positions are brass.
Worn with the serge blue
uniform and curved-brim
uniform cap.**

**"Trainman" has block
lettering.**

Positions Issued: Assistant Station Master, Attendant, Conductor, Special Service Attendant, Station Master, Trainman, Usher

12/1949 thru 1959 ("Half-Moon" Style)



"Conductor" has serifs.

Photos/Archive/Info: Dave Keller

become plain, although badges of a different style were now all brass, as were all uniform buttons, both Trainmen and Conductors. Previously Conductors' buttons were brass, while Ushers and Trainmen's were "silver" color. The PRR "keystones" on uniform lapels were now "history".

Just after New Years of 1950, I again got "trimmed" out of "Port" by men older in seniority, who were steadily moving "out east" to live from N.Y. City.

One winter day not long into 1950, I worked an afternoon job out of Babylon into Brooklyn. Nothing unusual about that except that we made a trip to Far Rockaway with two cars off "shortie" track seven in Flatbush Ave sta. It was my last time to work a train over the "Jamaica Bay Route", as in a few months the long wooden trestle would suffer a fire from which it never recovered.

The Alco diesels 461-465, all had steam heat boilers and were to be seen not only on the "Patchogue Scoot", but on many short Oyster Bay trains as well as winter wore on. All class H6sb, G53, and all except one "C51" were now stored awaiting scrapping at Holban yard. All yard switching was handled now by diesels. When "MU-equipped" RS-1s nos. 466-469 arrived in April more steam engines would be out of a job, and this time a few of the more "run-down" G5s would be stored awaiting scrapping.

One early February afternoon I had just parked my Ford by "PD" tower, as I was working the train that left at five eleven for Babylon. Train no. 5 from Montauk was "blowing" for the crossings coming into Patchogue, but it was definitely not a K4! It turned out to be Alco "RS-1" 463, the only diesel with a "bigger and louder" horn than the rest of it's class. When we passed train no. 24 enroute to Babylon, it also was diesel-hauled. This meant that all four weekday trains to and from Montauk were no longer hauled by steam. What the Montauk freight was hauled by at this date I failed to check on, but I doubt if there was enough cars to haul at this time of year to demand an "H10". At this time the plentiful Alco "S-2" diesel switchers, plus



Baldwin DS4-4-1000 #450 - 7/25/1952
Original color scheme with white pilot
Freight eastbound through Hicksville
Photo: G. Votava Archive: Dave Keller

Baldwin "thousand-horsepower" no. 450 were more than adequate for that job. I think I can safely say that Montauk terminal was "dieselized" that February.

In March the RR painted eng. 465 and four P70 coaches in the new "grey" scheme for trains 21 and 24 on the Montauk run. A photo of train 24 on track five at Jamaica sta. with that equipment was published in "Railroad Magazine."

Another "coal strike", although a short one, occurred on Feb. thirteenth and a few more "steam" runs came off, which did not make sense because all the discontinued trains were then hauled by Alco "RS-1" diesels!

On the night of Feb. nineteenth, the tragic Rockville Centre ^{WRECK} occurred. It



Rockville Centre Wreck
2/17/1950 Photo: Newsday

happened a few blocks west of the sta. on the temporary "gauntlet track" being used while grade crossing elimination was in progress. Train 192 ran by a stop signal and sideswiped train 175, slicing the side off a coach before the trains got stopped. About thirty five passengers were killed and many injured. Later on it was established that train 192's motorman had "blacked-out" for a few minutes, just long enough for him to keep going past the stop signal governing the "gauntlet track". In order to have enough room to build the new permanent embankment west of Rockville Centre they had to "overlap" both main tracks for a few blocks, what should have been installed at both entrances to the "Gauntlet" were tripper devices at the signals. These would have put the train's brakes in "emergency" and stopped no. 192 even though the train passed the stop signal.

"Gauntlet track" has been in use all over the U.S. for many years in such places as tunnels or bridges when there is not enough clearance for two tracks. The New Haven's Poughkeepsie bridge had that arrangement for many years. It also eliminates switches at either end of the stretch of restricted right of way for two tracks.

By the end of February, luck was with me, as the "first out of Ponkonkoma" opened up as a "pick", (temporary), job as a man was off injured. If one did not ^{MIND} getting up at three forty five a.m. to eat breakfast and drive sometimes over ice-covered roads it was'nt such a bad run for a "flat" days pay!

I put in over a fourteen hour day Mon. to Fri. covering that job, which in itself was only about ten hours long. Leaving the storage yard at two oclock in the afternoon we took three coaches to L.I.City to "fill-out" various commuter trains for the evening rush. "MU" train service out of L.I.City had ceased in 1948 and now it was all "steam" mostly, with only one or two diesel jobs. Counting our train, no.240, there were a half dozen trains serving the Hunterspoint Avenue sta. in the evening, as well as a like no. in the a.m..

Since we had a good two hours "swing" in L.I.City before our four forty departure I often walked over to the nearby East River waterfront to watch



LI City float Bridges No.1 & No.2 - LI Railroader - November 1953

river traffic or tugs docking carfloats at the float bridges. I recall seeing G5s nos. 36 and 44, both with "small tenders", on car floats at different times. They had already been loaded and were mixed in with freight cars on floats tied up at the "pine dock" south of the "bridges." Most likely the G5s would be scrapped at Luria Bros. in Pa.

We made a train to Ronkonkoma and then ran back to Jamaica as an equipment extra. Later in the evening we made a round trip to the "Bay", while Saturdays it was two "rounders" to there and no Ronk. trip. One Saturday I nearly missed my second train on the run. After making up train 555 in the "Bay" we had about twenty five minutes to go uptown and eat. "Gus's Candy Kitchen" next to the movie was my favorite. This night I was well along with my meal when I suddenly heard a train whistling for Bayside Ave. crossing and going away "stack talk". A quick glance at my watch revealed that "the train" I heard was the one I was supposed to be working!

Running the two blocks to Murray's Taxi office near the depot, I hoped they could "catch" no.555 before it got too far west of Oyster Bay. Off we sped, luckily no Nassau County police were around. Up the steep hill off Mill River Road and down thru Mill Neck and Locust Valley, we were far over the posted speed limits on those narrow roads! Just as we pulled into Glen Cove, (Nassau), sta. parking lot my train came around the curve into the station. Need less to say, "Murray" got a good tip and I never heard the last of my missing my train out of the "Bay"!



**LIRR #2001 Tichy scheme
Morris Park Shops
Newly arrived unit 6/08/1950
Archive: Gary Everhart**

With the arrival of brand new Fairbanks Morse "C Liner" 2000 h;p. cab unit diesels in June and July, Speonk lost it's "K4s". The only steam left on the Montauk Br. being a "G5" east on Sat. train 34 to Speonk, which layed over there until Monday a.m., when it hauled train 49 west. Probably the Speonk freight had already been taken over by Alco "S-2" diesel locos.

Steam facilities at Montauk, Speonk and Babylon were still in service if needed, but water plugs at Freeport, Patchogue and Bridgehampton were "now out of service."

Heavy travel on the "Fourth Of July" weekend of 1950 caused the RR to schedule a "relief train" to Montauk-New York no.4007 which was due out of Westhampton at six p.m. This train made stops only at Speonk and Mastic



**Westhampton Station postcard - View N
c.1940 - Archive: Dave Morrison**



**LIRR #2008 at Montauk c.1950
Archive: Gary Everhart**

west of there and then Jamaica was the next stop. Mainly it was the "heavy" load out of Mastic the RR feared that would result in overcrowding on no. 4007.

We reported for the "relief train" at Speonk about four thirty p.m.. Taking the "lay-over" steam engine and eleven coaches off track one, we backed the train to Westhampton and went in the clear in the passing siding opposite the depot. As soon as no.4007 departed for Jamaica, we loaded on the few "local" passengers that he had left for us, since his next stop was for this day only was Jamaica. Being he had a "C Liner" diesel, 4007 would not need to stop at Speonk for water.

As soon as 4007 cleared the manual block at "SK", (Speonk), we came out on the "main" and left for Speonk where we took water at the west plug. When 4007 cleared "MS", (Mastic), we left for there to take on the large crowd of returning city folks. We had an additional stop at Patchogue to gather up some more people and then it was Jamaica the next stop for us. This was only a "one train job", one of the best I had ever been on up to now. On top of that it was to be my last ride behind "steam" on the Montauk Br. east of Babylon!

Something that nobody photographed or took much note of was presently going on at Jamaica Sta. daily. "C Liners" and DDL electrics were involved in "the change of engines routine". On weekdays it involved trains 20&21, and 35 and 38. Sundays, nos, 4211, 4007 and 4015 did it.

Walking down from the yardmaster's building to our Oyster Bay train in the storage yard one Sunday in June we were very surprised to see K4 no.3843 taking out Montauk train no. 4018, well after everything east of Speonk was dieselized! Seems all the "C Liners" were either elsewhere or in the shop. She came west on no.4007 that Sunday afternoon to wind-up PRR K4 operation on the Montauk Br. for good!

A little noted by anyone, but a very important summer attachment to coaches in the summer was fast disappearing. The "cinder screens" for the windows would make their final appearance in 1951. No one would ever get a "diesel cinder" in his eye from the open windows in the future!

About the last week of July I noted a new bid sheet was posted. Among the usual openings to be "bid-in" was freight run "L51-L50". It was the "east end" of the Montauk-Holban Yard freight, reporting at Montauk Mon, Wed, and Fri., and leaving Holban Tues., Thurs. and Sat..

I had just about given up hope of ever working any jobs really "out in the country" like Greenport or Montauk, and as I was putting in fourteen hours a day on the Jamaica passenger run I now owned anyway, I threw a bid in for the freight job. Lo and behold, about a week later when the bids were "awarded," I had got the job.

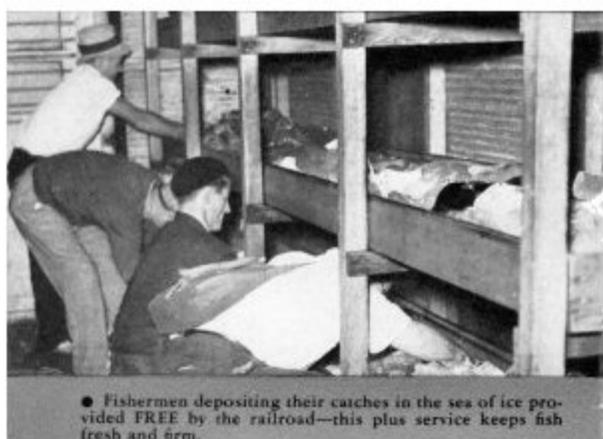
I could get home for the night on the three westbound days, plus Saturday, but Sunday, Tues. and Thurs. it meant bunking in the caboose or bunkhouse. At least Montauk now had a place close to the RR where one could get a good breakfast. The former Navy Torpedo Base nextdoor to the north of the yard had long since closed down and the buildings were various warehouses. One large building with a fishing dock was now known as "Fish-Shangra La", containing a twenty four hour open restaurant. The "Fisherman's Special" used the warehouse siding to discharge and pick up it's passengers. All the big buildings had high-platform loading "docks", so Montauk, at least for the "Fish" train, had the only "high platform east of Babylon!" This train did not use Montauk sta. tracks.

If we got in before five p.m. on Saturdays, we could get the "Fish" home. Even though there were no stops going west, the Alco "RS-1" assigned to the "Fish" seemingly took forever to get to "PD" where we got off, as there was a "meet" there. Too bad we did not have a Pennsy E6 Atlantic, as only a year ago this would have been the power! Then we really would have seen some speed, plus eyes full of cinders as well!

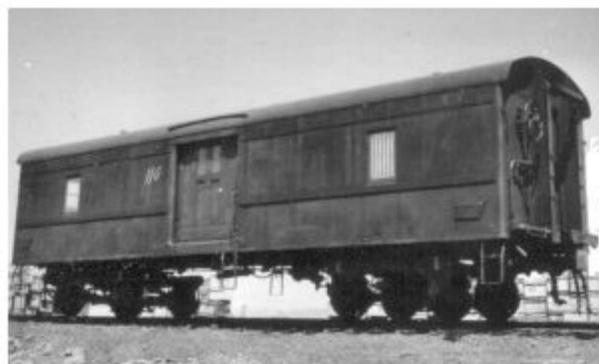


Montauk excursion fishing pier c.1930's

Next year would be the last for the "Fisherman's Excursion" as shortly after Labor Day of 1951 the greatly overloaded party boat "Pelican" capsized, drowning a number of anglers aboard. That put a damper on the rest of the 1951 season for fishing out of Montauk and the "Fish" did not run in 1952 or for years thereafter. Even as we rode it in 1950, it was only a "shad-



● Fishermen depositing their catches in the sea of ice provided FREE by the railroad—this plus service keeps fish fresh and firm.



B40 Baggage car equipped with ice trays for keeping the fish catch cold.
Archive: Art Huneke

ow" of it's former popularity. Baggage car 723 with the iced-fish trays for "catches of the day" and just four "pings" were the consist. Probably no more than a hundred and fifty people rode the train.



LIRR N52A #27 built 1925
4/12/1956 Photo: Art Huneke

After a "so-so" nights sleep in the coupola of caboose 27, dawn over Montauk revealed our short train. Headed by Alco "S-1" no. 446, we had an empty PRR X-29 box car and an empty tank car, both for Smith Meal Co. at Promised Land.



Promised Land - Triton 1930
Photo: Earl Gardell
Carlton Kelsey Collection
Archive: Montauk Library

The popular Jesse James Claude was our hogger, while John C. Knadyl was conductor. The other two brakemen were Geo. Martin and Dick Bishop. They all suggested I take the "head-end" brakeman's job, as it was the best position to "learn the job". In the future I could "graduate" to pin-puller or flagman.

Brakeman Mike Spiro always kidded our engineer good naturedly by saying to him, "Jess, you're not the best, but there's none better!" With that, "Jess" would smile from ear to ear everytime.

"Lets take a ride on the "Montauk freight" in August 1950."-----
 Leaving Montauk after "The Cannonball", (train 21), has cleared the block to "AG", (Amagansett), we settle into a leisurely gait over the Hither Hills and thru the sandy stretches of scrub pines to the switch at Milepost 106. Leaving the "hack" and flagman here on the main track, we back our empty box and tank car down the half mile siding leading to Promised Land, site of the



**Smith Meal Fish Company siding
 Promised Land - View NE**

Smith Meal Co.'s "fish factory. They have two loaded box cars of bagged fish meal and two tank cars of fish oil for us to take west. The aroma of that "fish factory" on a hot humid August morning is definitely not one of Long Island's better smelling areas, believe me!

Returning to our "hack" and coupling up, we head for Amagansett to pick up the waybills for our four loads. Ira Baker the station agent, who lives upstairs over his place of employment, gives us a form "K" card by unattended block stas. at "HA", (East Hampton), and "BH", (Bridgehampton). We have already received our "running extra" train order before leaving Montauk. The order will take us to "Y" at the end of double track east of Sayville.



**East Hampton Station
 View NE c.1905**

East Hampton has an empty coal hopper and box car for us to pick up, which only takes about fifteen minutes. Next is the former Wainscott sta. site, where we reach in for a car of potatoes in a WFEX wooden reefer. About ten more minutes later we pull up on the "main" in front of Bridgehampton sta..

The agent tells us that we only have a car of "spuds", (potatoes), at Vahlsing's siding across from the sta. We have to "nose in" on it as Vahlsing's siding is an "facing point switch" (if you're going west.)

Giving the FGEX reefer and the man riding it a good "kick" up the slight grade to the west, we pull the pin and reverse, quickly backing into the north siding. Another man lines up the main for the "kicked car", so it will roll back onto our train by the sta. The grade is down towards the train, so the car comes back at a nice controlled speed with the man riding it using the "Ajax" hand brake, so that the coupling to our train is "perfect"!

I noticed the very old water tank is being dismantled and the out of service water plug is also missing its spout. I recouple the "446" and were off for Water Mill, three miles further west. This stretch is one of the most pleasant on the entire line. On both sides of the tracks are fields of potatoes and here and there big barns with groves of old trees surrounding the homes. Over to the north are the wooded hills covered with oak and cedar trees.



**Watermill Station 10/25/1917
 Archive: Art Huneke**

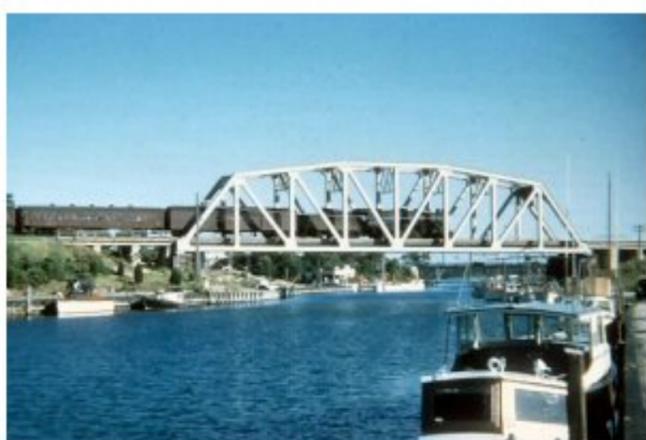
A&P's potato house at Water Mill has two reefers of "spuds" to go out, but first we have to get the driver of a tractor trailer "rig" to pull it off the track. We "spot" an empty reefer for future loading, return to our train east of Deerfield Rd. and hurry over to Southampton. This has to be a "quick move", as we have to "clear" eastbound train 8's sta. time at "SN" by five minutes according to manual block rules.

We head in and "clear-up" on the passing siding, leaving the train there, while we ride the "lite" engine down the siding to the sta..No.8 is ten minutes late or so, this gives us time to sat on the baggage wagons and munch down a "lunch sandwich!". It's nice and cool under the long covered station platform sheds this hot day, too bad we don't have more time to "kill" here!

No.8 with it's usual "C Liner" comes and goes, that means we have to go east to Southampton Lumber Co's siding to "nose" in on a empty flat and box car to take with us. Back out on the "main", we give the two cars a slight "nudge" with the "446" and they neatly coast over the "middle crossover" and down the slight grade to the station, stopping on the passing siding right by the ticket office. Of course the two rolling cars had a "rider". I ride the "446" down the main to the sta, where Jimmy Osborne, the agent, is telling our conductor about more switching for us.

A PRR "X31" box car at the freight house is loaded with L.C.L. for Arch St. "transfer" in L.I. City.. This is mixed in with three other box cars, so we have to switch it out. This done, we back the three cars back down the passing siding to the rest of our train. It's an easier move to back out on the main from the east end instead of heading out the "west end" so we do it.

Were on our way over the undulating track over the Shinnecock Hills, passing the former sta., now a post office near the highest point. Along here on a day as clear as this one, Peconic Bay and Robins Island look



Shinnecock Canal - "K4 Bridge" c.1950

very inviting. As we pass over the big girder bridge over Shinnecock Canal I note that as usual the "locks" are open, don't they ever use them?

Guy Smith, agent at Hampton Bays, is on the sta. platform giving us a "highball", meaning there is no work for us here today. He also "hoops-up" our "K card" by "Q", (Quogue), and "WH", (Westhampton). With a clear block



**Hampton Bays Station c.1925
View NE Archive: Dave Keller**

on the semaphore here we hardly slow down. Stopping at "deep-in-the-woods" Quogue, I cut "446" off and back in to get an empty coal hopper from the wooden coal pockets of Quogue's only consignee. You wouldn't believe the "light" rail in the last two hundred feet of that siding! I don't believe the total height of the rail was more than three and a half inches!

The conductor, calling ahead to Westnampton's agent, finds out that N.B. Rodgers lumber yard has an empty coal hopper for us. In about twenty minutes we arrive at Speonk. Jimmy Dazell, the block operator here, once worked Camp Upton Junction's block cabin when it was open in WW II. After we pick up an empty box car at "L.I.F.E." on the south siding, we have to wait for the "block" as there is a track car is occupying



**East Moriches Station view SE
6/20/55 (Faxon-Keller)**

the "main" at East Moriches. We talk with Jimmy, a wile, and I noticed a good clear photo of K4 518 coming into Speonk sta. under the "glass" on his office desk!

He says it was taken the previous summer as he gives us our "K" card by "PT", (Eastport), and "MO", (Center Moriches). Finally the track car gives up the block ahead and were off for Eastport. The five minute ride over to



**Eastport Station view N
c.1925 - Archive: Dave Keller**

that town is soon over, after passing the "sweet-smelling" duck ranches on the creek to the south of the RR. We leave our train east of Dock Road, even though the crossing bell and flashers remain operative as we are still on the track circuit. A brakeman stays on the crossing to "wave" highway traffic across.

Ralph Wickens, the station agent, "swings us up" as "446" comes abreast of the depot on the passing siding. Ralph says that "Beacon Feed", (the big grain silo and plant opposite the sta.), has two empty box cars next to the buildings to take out and a "box" now on the "outside" track at the plant needs to be "spotted" on the other track by the grain silo. Besides all that we have three empty cars on the team track to go, that this job left here Sat. going east. East Moriches with its tiny brick sta, has no cars anywhere, so we go on to Center Moriches where we head in the passing siding to "meet" the eastbound Montauk freight who "holds the main track".

We come up thru the siding as he goes by as we have to pick up an empty Pennsy gondola that had had a load of new ties in it for the section crew. It's on the "back track", so called as it runs in back of the old wooden freight house. Many years ago, before Speonk became a terminal, there was a wye here and this was a terminal. Ten minutes later we're on our way over to Mastic where we leave our train east of the sta. There are two empty "Outside-braced" Northern Pacific box cars that had been loaded with lumber from the "Pacific Northwest" for us to take west. That "fresh lumber smell" left in those cars isn't hard to take either, I rated it way above "446"'s diesel fumes!

While we do the pick-up the conductor goes in the nearby luncheonette and brings back containers of coffee and plain cake for us all. The manual block semaphore indicates a "clear block", so all we need to proceed to "PD" (Patchogue), is the agent's "K" card by "VN", (Brookhaven), and "BO", (Bellport). Bellport has an empty coal hopper for us, but lonely Brookhaven's



**Brookhaven Station 1953
Photo: Wetterau/Viken
Archive: Patchogue Public Library**



**Bellport Station -View SW
9/20/1958 Photo: Irving Solomon- PSC
Archive: Dave Keller**

team track is car-less so we "highball" that place. After Bellport we have 25 cars and the "hack", next stop Holban Yard we hope!

We come into Patchogue at just the right time, (at about three thirty p.m.), so "PD" gives us a "clear" thru his interlocking on the old "gantry" signal east of the tower. The "Scoot" westbound has cleared "Y" and since we have nearly an hour before train 5 is due, we head for Babylon after picking up our "clearance card" from "PD". Babylon tower sends us over the Central Br.. We have to clear the branch at "B" tower by four forty three

.M, as train 66 needs the Branch too. We manage to go over the Branch in about sixteen minutes so there is no delay to 66. Then its "clear sailing" to Holban Yard where we cut-off our engine about five forty five.

"So went a typical summer day on the Montauk freight". The LIRR had every intention if the "potato business" had gotten real heavy, to put class H10 steam locos. on both "west end" and "east end" based Montauk freights, even though complete "dieselization" was now a fact east of Speonk. The coal hoist at Montauk was still operable and the water plug still in service, as well as water plugs at Speonk and Babylon.



**MOW Crew Car #492764
and PRR E6s #1347 - 7/03/1948
Patchogue Yard view NE**

One day going east on the freight we had the "Painter's Camp Cars" to take to Speonk. They were four ex LIRR wooden box cars, rebuilt into a commissary, bunk, supply and tool cars. The coal tender of "lately departed" H10 no. 110 was part of the "string", as it supplied water to the cars. One of these cars later became the "crew bunk car" at Speonk for the night crew on trains 30 and 49.

We had some great meals in "hack" 27 while the job lasted. One rainy night after the train was put to bed, we feasted on fresh corn on the cob, fried chicken and vine-ripe tomatoes, all for a dollar per man. The flagman did all the cooking on the caboose stove, purchasing the "makings" in the general store near Eastport sta., going east. The job was taken off in late



**PRR leased E6s #1600
View E - Summer 1939
Archive: Dave Keller**

October and never again would there be an "east end" Montauk freight. With the job "annulled", it gave me trimming rights in either freight or passenger service in any terminal I desired. I choose a ticket collectors run out of Babylon, that being closest to home in "Port".

For a "Babylon job" it had it's good points, at least for me. Arriving in Penn. Sta. at three fifty four p.m., there was time to go up to the LIRR level and have a piece of the great Dutch Apple Pie at Penn. Drugs luncheonette, or a "Smithfield Ham" sandwich at the popular with LIRR trainmen "Milk Bar". My next train, no. 652 to Port Jefferson, left off track fourteen at five eleven, so I would go down the "west" stairs to the platform about four thirty.

Speonk train 38 due out at four forty two would be loading on track fourteen. On the rear was the "South Shore Club Car", the post WWII version. It bore no name, just no. 828, as it was nothing more than an ex "P70" coach with seats replaced with individual wicker chairs facing the aisle. After 38 disappeared into the tunnel of "line one", a "peanut whistle" could be heard on a train backing into the sta. from the tunnel of "line two". It was train 652, the one I would work to Jamaica, also from track fourteen. The club car "Syosset" was on the rear, still in tuscan red, although most of the "mainliner" P54 coaches were now in "gray". I had no way of knowing at this time that when next June rolled around with it's change of timetable, all the DDL hauled passenger trains in and out of Penn. Sta., like the one I was working would cease forever!

With only a short wait at Jamaica on platform "E", train 242 from Hunt-
 erspoint Ave soon pulled in, usually behind G5 34. Clem Madelone was the eng-
 ineer for a long time on this train, and next summer when I would be a brake-
 man on no. 242, he would still be on it. I collected on this train only as far
 as Westbury, the first stop. "Nothing to it", as RR men often said when a train
 was easy to work with few cash fares! Back to Jamaica on "RS-1" hauled train
 245 and then a Rockaway Park train, no. 2077, into Penn. Sta. The last train to
 Babylon, no. 188, out of N.Y. at nine four was the "heaviest" of the six trains
 on this run, but even so was mostly commuters who had "worked late", being too
 early for the "theatre crowd".



**November 22, 1950 collision at Richmond Hill
 (Kew Gardens) west of Jamaica Station**

The unfortunate night of Thanksgiving Eve of 1950 when the Kew Gardens
 wreck of trains 174 and 780 saw all Penn. Sta.-Jamaica trains going via the
 Atlantic Branch between Jamaica and Woodhaven Jct.. At the latter point the
 connection from the tunnel to the elevated Rockaway Park Br. was used. From
 there the Rock. Park Br. was travelled to Rego Park and "Win" tower and so
 on to N.Y. "Ozone" tower at Ozone Park that night must have been much bus-
 ier than a normal evening when only a few Hamilton Beach trains and the
 "Brooklyn Beef" freight passed the place!



**Westbury Station - Express House
 View W - 6/24/1955
 (Faxon-Keller)**



**Westbury Station
 View SW - 1952
 Archive: Dave Morrison**

We moved to Westbury in mid November, as I thought I would be closer to
 many more runs than I rated, than living in "Port". "Christmas Mail" during
 December started soon after the first of the month, with four MU "mail ext-
 ras" or baggage cars ~~are~~ running seven days a week from Penn. Sta to the
 electric terminals. Platform "C" at Jamaica sta. was used as a "transfer"
 for mail awaiting loading onto steam or diesel trains for the "east end
 terminals". On Sundays "mail extras" ran to Speonk, Port Jeff., and Oyster
 Bay to take some of the Monday morning load off the storage mail cars to
 these places.

Calling the crew dispatcher on Christmas Eve to find out my assignment
 for the next day, "Adolph", the p.m. clerk, wished me "Merry Christmas, kid,
 hope you have a fishing pole, you're the conductor on the west end Montauk
 tomorrow!" Being it was the "holiday of all holidays", no one wanted the
 job even though it payed well and was "day work". On any other day, you need-
 ed at least thirty five years seniority to rate this run!

With six hours in Montauk and no place to eat, I made sure to bring
 a couple of sandwiches with me. Both brakeman had never been out there be-
 fore and not brought any food, so they shared one of my peanut butter ones.
 After Southampton I noticed a "flat" package up in the combine's baggage
 rack. Examination proved it to be a "Deluxe Holiday Fruitcake"! Since it was
 "perishable" it would not need to be turned in to "lost and found". Needless
 to say, that cake filled us all up, both train and engine crews, that bright,
 but cold day in "restaurant-less" Montauk!

Since I was now back on the "extra list" once more, I used the bunkhouse phone to call the crew dispatcher about the "wherabouts" of tomorrows run. After searching for my name on the crewboard at length, he finally admitted they had lost my "request form" and I was 'nt marked up for any job. The only job for the next day "uncovered" was the day job out of Greenport, as the man who owned it had layed off after the "board" was made up, (usually no later than two p.m.), for the following day. ---He said, "Would you be interested in that Greenport job by any chance?"

"Would I!" ---My first time to work on the Main Line east of Manorville, and a chance to wave at all the station agents I had known for years out there as we went past! After the long drive out from Westbury we parked at the brick depot. Sitting on the "pocket" track was my train, no. 205. A K4, (no. 1554), an RPO and five "mainliner" coaches composed the train this day. Steam seemed to be leaking out under every car, and also in the steam hoses between cars. This was common on a cold, damp, windless morning all over the RP. The engineer was oiling around his "steed", while the fireboy was wett- ing down the dirt-like soft coal in the tender.

Long time friend of my dad's, F.B. ("Happy") Corwin the conductor, was coming up the platform to get his "paper work" done at the phone by the bump- ing block. As soon as he spotted me, he yelled, "Hey "Narrow", give him a brake test"! He always called me that nickname because I was sort of thin. "Willie" Mc Lane, an old timer was the flagman. Leaving Greenport about six thirty a.m. we were strictly a "local", with all stops to Mineola. There were no commuters until we got to Ronkonkoma, just a very few people going into the city for the day.

Leaving Jamesport, "Willie" came forward to tell me that it was the "custom" in Riverhead for the head brakeman to go over to the newspaper store across the street and buy a dozen "Daily News", (newspaper), to sell aboard no. 205. After collecting tickets out of Riverhead, I started from the head end, walking thru each car with the "hot off the presses" newspapers. I believe they sold for five or ten cents a copy then. Anyway, almost every "buyer" gave you a quarter and said, "keep the change"!



**Deer Park postcard - View E c.1937
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At Deer Park I noted Bob Walker, the agent, was still wearing his station agents cap and uniform coat, just as he had done a decade earlier! After we arrived in the "storage yard" in Jamaica, our RPO was added to the rear of an "MU" train to be forwarded to Penn. Sta. Coming east in the afternoon our RPO, along with RPO's for Montauk and Oyster Bay would leave New York pulled by a DDL. Not too long ago I had worked that train, no. 1736, it carried no passengers, just mail clerks and the train crew in the "rider" coach.