



**Engine #39 and tender on the move North Country Rd. (State Rte. 25A)
6/05/1956 - Photo: Harry Glueck Archive: Richard Glueck**



G5s #39 at the Carriage House Museum, Stony Brook

"The Carriage Museum" on route 25-A..A week or two later, no.39 and tender were transported on low-bed trailers,(separately), by Gerosa Bros. of N.Y.. No. 39 was displayed on a short stretch of track by late spring. A few weeks



**G5s #35 en-route to Salisbury Park
Photo/Archive: Art Huneke**



**G5s #35 Salisbury Park, East Meadow
Photo/Archive: Richard Glueck**

later Gerosa Bros. hauled G5 35 from Westbury team yard to Salisbury Park, where it would be displayed on a short stretch of track near Merrick Ave., inside the fence.

About March first I bid in a "pick", (for the life of the winter timetable), conductors run out of "Port" on train 631 leaving at two thirty nine p.m., and arriving back in "Port" at nine fifty six p.m.. This gave me a few hours in the late afternoon and early evening in the city to ride some of the soon to be abandoned trolley routes. On a fine April afternoon I rode two Brooklyn trolley lines, the Church and McDonald Avenue Lines on the remaining "PCC" cars of the 1000 series.

About a week later I rode the ex Staten Island Rapid Transit cars on the B.M.T. Culver Line from Times Square to Coney Island. The "walkover" seats had been made "permanent", with half the car facing opposite directions. The cars still had the window gratings and rode quite comfortably. Another line that would be abandoned in the coming year, The Queensboro Bridge Railway, I rode in May. This trolley line ran over the bridge connecting Welfare Island with Manhattan and Queens Plaza.

In early April, we drove from "Port" over to Medford and boarded the "RDC" bound for Riverhead. This was our first ride on one of these cars. Needless to say, we were the only passengers!



**RDC2 # 3121 "East Ender"
Riverhead Station - 1956
Archive: Dave Keller**

→ The LIRR "Modernization" of passenger equipment was now well along. So far only cars with "arch roofs" had been "modernized" except for "monitor" roof cars 455 and 456. The leased Reading coaches were long gone back to Phila., as our new 2900 series coaches from Pullman-Standard were all on the RR..

As a result of being in freight service in 1955 when the vacations for 1956 were "advertised", I was able to get two weeks in June. While I had quite a bit of seniority as a "road brakeman" in freight, by comparison in passenger service I was many years away from rating a summer vacation due to so many being ahead of me in seniority. The fact that I now was on a passenger run would not mean giving up the summer vacation. My selection would still be "honored" so we planned a train trip to the west coast.

Some "highlights" of the trip were the C&O from Wash., D.C. to Cincinnati, which includes the scenic Blue Ridge and Allegheny mountains. We were able to see it all by "daylight" by leaving Wash. on "The Sportsman" at eleven a.m. and getting off at Hinton, W.Va. at dusk to spend the night there in a hotel. Next morning we boarded "THE F.F.V." to continue along the scenic New River gorge as we had breakfast in the diner. At Handley I caught sight of a few 2-6-6-6s still in "steam" behind some coal hoppers.

From Cincinnati to Louisville we rode the B&O behind a "President" class 4-6-2 thru one of the most violent thunderstorms we had ever seen. ^{THEN} We rode the "Irvin S. Cobb", the IC overnight train, to Fulton, Ky. We had a 4-8-2 on the head end. At Fulton we changed to I.C.'s "Chickasaw" as far as Memphis, Tenn..

At Memphis we boarded the M.P. for the ride to Texarkana, Ark./Tex. via Little Rock. The T&P's "Westerner" took us across Texas via Dallas to El Paso. After a brief ride over to Juarez, Mexico via PCC trolley we boarded Train 5, "The Argonaut", an S.P. train to Los Angeles, arriving there early in the afternoon the next day. In those days any one with RR passes got a discount rate on "Hertz" rental cars.

We took advantage of this and were soon on our way to Long Beach, Calif., where we found a nice motel on the outskirts. Next morning we rode Pacific Electric Ry. into L.A. over the four track Long Beach line. The car we rode was an ex Interurban Electric car from San Francisco. At this time P.E. still ran to San Pedro and Bellflower, plus the Watts local and Santa Catalina "boat" trains.

We drove to San Bernadino and thence via U.S. route 395 over the Mojave Desert and thru the Owens Valley to Lone Pine, Calif. where we spent the night. The view next morning at sunup looking west at the snowcapped Sierras from our motel was breath taking! Mt. Whitney and her sister mountains really are "dramatic" from the valley, much more so than the "Rockies" from Denver.

All that day we drove north in the valley with snow-capped peaks on our left even though it was nearly July first. Going over Tioga Pass we visited beautiful Yosemite National Park. Later in the afternoon we drove thru the unbelievable giant Sequoia groves not too far away. Next day we drove to San Francisco where we rode a cable car line and the Key System lightweight cars over the "Bay Bridge" to Oakland and back. In the afternoon we went north over the Golden Gate Bridge to the "Redwood Groves" a few miles north of San Francisco.

After the long drive, but scenic in every way, we turned the rental car in at Portland, Ore. We rode the G.N. from there to Seattle and stayed there in a hotel downtown. Next day we had a wonderful ride over the Cascade Mountains and tunnel of the same name to Spokane. That was on the G.N.'s "Cascadian", and the vanilla ice cream served in the lounge car was unforgettable!

Leaving Spokane at night on the Milwaukee Road's "Olympian Hiawatha" we went up in the full length "dome car" to sleep. I woke up during the night as we went thru the Bitterroot MTs. and noticed what appeared to be a "coal tender" coupled to the electric locomotive. Next morning at Deer Lodge, Mon. while the train was being serviced, I walked up to the head end to see what that was and discovered that it was indeed an ex "coal tender" holding a supply of water to heat the train with.

The ride to Chicago on the Milw. thru Montana, The Dakotas and Wisconsin is not particularly scenic. After a short trip in Chicago from Union Sta. to Dearborn Sta, we boarded the overnight "Erie Limited" for the final part of our journey to the east. We had so many "head-end" cars that they cut off the passenger section of the train in the Jersey City yard and we were pushed into the terminal by a switch engine!

The summer of 1956 I was able to stay on the same run as before the vacation, but this time I owned the "head end" as a brakeman. Ike Terry, (the barber), was the hogger while Jimmy Norman was the fireman. On the train besides myself we had P.M. ("pleasant moments"), Kelly as conductor and Curt Penfield "the rear end," (flagman). Kelly had worked on Pacific Electric when he lived in Calif.. Usually going in on the first trip we had eng. 2008 and homeward bound most any "EM" 1500 series. That was the last time on the RR that I would ever have to work a "half-nite" job. In passenger service there were three "types" of hours you worked as follows: "Day jobs", (any run starting between 12:01 a.m. and 11:59 a.m.); "Half-nite jobs", (any run starting between 12:01 p.m. and 11:59 p.m.), and "All night jobs", (These usually went to work about seven or eight p.m. and worked until eight or nine in the a.m.).

The day after Labor Day I had the good luck to be awarded on the bid sheet the shortest job in pass. service on the whole RR! This was truly a early morning run, reporting at "Port" at four twenty three to prepare train 605 for a leaving time at five eight a.m.. Yes, there are commuters who also get up early, as leaving Mineola all nine cars of seats were full.

Clem Madelone the hogger, had a "pet" name for the Alco "RS-3s" we usually had, calling them after words from a song of those days, "cement mixer, putsy-putsy", because of the sounds the engines made when on "idle" throttle position. "Doc" Smith the flagman went with the job you might say, as he had owned the "flag" for many timetables. "Doc" was also a Chiropractor and gave us all many \longleftrightarrow "adjustments" for free on the big table in the trainmen's building in the storage yard!

Arriving in Jamaica at six forty five, we didn't leave until seven forty one on train 606 for "Port". That was the slowest eastbound train on the branch, not getting to "Port" until ten eighteen. About twenty five minutes was consumed at Huntington putting the express car at the freight house platform



**Huntington Freight House
View NE 1969
Photo/Archive: Dave Keller**

and taking siding to meet train 623. A second meet was at Smitntown with no. 625. Starting at Kings Park we all pitched in helping the express messenger unload the car at each sta. By ten fifty or so the train was "put away" in the yard and we had the rest of the day for ourselves, how's that for a "short day"? One's evenings were all to brief it seemed, as the "sandman" called early, sometimes at seven thirty p.m.!