

During the "off parlor car season", the four club cars on diesel-hauled trains would each spend a week in Morris Park shops for any repairs deemed necessary. When this happened, parlor lounge cars such as the "Cayuga Club" or "Mohawk Club" subbed for the particular car that week.

Speaking of "Gourmet Dining" on the LIRR, Teddy Blakely, the regular bartender on train 552 to Oyster Bay, treated his customers to delicacies every Friday evening. These were "goodies" he cooked up during the afternoon such as various fish in cream sauces, or hors d'oeuvres of caviar, to name a few. Teddy was formerly a dining car cook on the PRR, as were many other "bar car" men. Others had been waiters or porters, all victims of the "jet age" in transportation and laid off long before retirement age on the Pennsy. Mr. McNamara, head of Special Services on the LIRR, knew of these men from being an ex PRR man himself. The men were glad to be back on the rails with a steady income once more.



**Bar car #120 previously #5769**  
**Photo: John Duprey - NY Daily News**

Those "bar cars" were no bargain to collect transportation in, especially the rear one on train 656, the only train to support two "bar cars". The first ticket collection leaving Hunterspoint was usually no problem, with everybody enjoying their first "schnapps". At this time you punched their commutation ticket in the "west of Jamaica" block.

Only about fifteen minutes later on leaving Jamaica, you had to ask them for their tickets all over again, to punch the "east of Jamaica" block. This is where they could and did give you "a hard time"! Their suit coats would be up in the luggage rack with their ticket inside in most cases, and they didn't want to interrupt their "camaraderie" to reach up and get it. They would make you wait and there was generally a "show off" amongst every group with a few unkind words about the LIRR which you would greatly "enjoy" hearing night after night. Some of them knew they could "get under your skin", depending on who was punching their ticket.

Fortunately, by the time "bar cars" became common on a lot of trains, I had enough seniority to avoid them, by working other positions in the train. I did work "coffee cars" in the a.m. many times, but that was another world entirely as far as commuters dispositions go, as they say, ---"no problem"!

One April morning at Northport while waiting for train 615 to pull up from the passing siding to the station, there was a real surprise! The special train carrying the senior class of Port Jefferson high school to Washington, D.C. on their "senior trip" came zipping thru as Northport didn't exist. An Alco "RS-3" pulling six PRR "refurbished P70" coaches was on it's way to L.I. City's "F" tower where a Pennsy GG1 would take over from the "Alco" and forward the special over the PRR. This "interline movement" went on for about five years until big, modern deluxe busses gave the class a "cheaper way to to go" in 1970.

Back in the 1938-42 era, Southold High, among others chartered thru PRR equipment to Washington, D.C. for their "senior class trips" also. However they were not special trains, just a couple of Pennsy P70s tacked on the rear of trains that used Penn.Sta. The Penn.Sta. drill crew switched them to and from PRR trains there.



**Islip Prom Train - 6/24/1961**  
**Photo: (Newsday-Jim Cavanagh)**



**"Partied Out" - Islip Prom Train**  
**6/25/1961 - Archive: Bill Carlsen**

Another type of "school excursion" was operated from about 1966 to 69. Islip High School's senior class chartered a special train from Islip to Montauk and return each June of those years. An Alco "RS-1" pulled a "balloon roof" baggage car, (fully decorated with a band for dancing), a "bar car" with soft drinks, sandwiches and coffee and two coaches for the non-dancers. It left Islip about ten p.m., traveling about fifteen miles an hour all the way out east. This gave everyone a nice, slow, relaxed ride to socialize and dance the night away.

After arrival in Montauk just before sunrise, busses took the crowd to the ocean beach where they could if they chose, take a swim and "cool off". Coming west, they followed the "Cannonball", leaving about an hour afterward. The bar car served doughnuts and coffee to the sleepy heads and regular running time was observed with arrival in Islip about ten a.m..

The 1967 "summer timetable" took effect in May and I chose the "extra list" for the first time since 1955. Now for those parlor cars! The very next Friday I was marked up on "The Cannonball", train 22. Since I was a brakeman I figured the conductor would tell me "how to collect" in the all-parlor consist. Lo and behold when I reported for the job in the storage yard, I found two newly-hired brakeman for no. 22. Calling the crew dispatcher to find out what was going on, I was told that the usual conductor was off "sick" and I was "elected" to be the "brains", (conductor)!

"This ought to be a circus", I thought to myself, as we walked thru the thirteen parlors checking open traps and side doors. The engineer had worked the job before, but none of us three crewmen had. We had two Alco "Centurys" so we had plenty of power for the twelve parlors with the "Setauket" bringing up the rear.

To get to Hunterspoint, the train has to be backed from the receiving yard to Jamaica sta.. Then we went west to Hunterspoint Ave. sta. where we dropped the train. The two engines then go down to a switch at the yardmasters office at East Ave. and come east on no. 1 track to a crossover east of the train. Recoupling to our consist we gave a brake test and had some time to ask the ticket collector how to "collect" the parlors. Luckily, he worked the train often and in about half an hour we three "greenhorns" as far as "parlors" went, were ready for "anything"!

Fares charged in parlor cars were higher than coach fares and also included "seat charge". Drawing rooms required the occupant to have a minimum of three first class, (parlor), fares in order for the person, or persons, to ride there. If passenger offered a coach ticket, we had to charge the difference and mark the duplex, (cash fare receipt), "step-up". Commutation tickets or passes were never good in parlor cars. Luckily, that day we all had plenty of "change", including at least thirty "singles" and a few "fives". Many times people paying a cash fare handed you a "fifty", and "twentys" were par for the course, as most parlor fares were all over ten dollars.

No "collecting" was started until the train left Jamaica as only about one third of the load boarded at Hunterspoint. Fully half of the fares collected were "cash" as Hunterspoint had no place to purchase tickets. According to the "old timers", back before WW II when trains came out of Penn. Sta., most if not all parlor car people had their tickets before boarding.

Going east that day on "The Cannonball" went surprisingly smooth as far as collecting transportation in the "parlors, once I had a car done. By the time Babylon was reached the head end man and myself had finished our seven cars. From then on to Westhampton, the first stop, I enjoyed the scenery from a "dutch" door." We had to make "double stops" at all way stas., except Bridgehampton with its short platform, which rated "three stops". Southampton got by with one.

The car attendants were briefed on keeping their car's people that were



**Tuscarora Club dining car**  
**Walter F. McNamara, Special Services**  
**Right: Henry A Weiss, VP Pass Operations**  
**Willie F. Wilson, Supt. of Special Services**  
**Photo: Ron Ziel**

getting off from doing so until the car was "platformed." "Willie" Wilson, McNamara's "right hand man", always rode no. 22 Fridays and 4011 on Sunday evenings to handle any complaints, or oversold space, etc. We even had an electrician aboard to tend to any problems with the lighting or ventilating fans. Sometimes a car's batteries would run down and the car would have to be "trainlined" to the next car in order to have working lights and fans.

Upon arrival in Montauk, only about fifteen minutes were required to "yard" the train on no. three track, where it would remain until Sunday evening when it would become "The Sundowner", train 4011. We had to wait for train 13 so we could deadhead back to Jamaica, a couple of hours hence. Everyone walked over to the "Blue Marlin" for a late supper, usually they had a "special" of broiled swordfish or flounder on the menu, all in all not a bad place to eat!

That Sunday I had a round trip to Greenport that "swung" out there about seven hours. The railroad dock was a nice place to spend the time on a summer's day. After awhile, two kids in a small rowboat with a "kicker" on it came along side and I had an idea, so I began with, "I'll buy some gas if you'll take me for a ride". They said "O.K.", and we were off for a waterfront tour of Greenport's interesting old collection of shipyards and old fishing docks. We went all the way up into Sterling Creek, the north end of the village.

After a delicious meal of "Peconic Bay Scallops", (there's none better), at Mitchell's Resturant I decided to look around Greenport yard to see all the changes since I knew it as a kid. The coal hoist was long gone, but the foundation was there and enough lumps of soft coal laying around to build a roaring hot fire with. The turntable was still in use daily, with a "laborer" driving out from Port Jeff. just to turn engines. Sundays he had two to "spin", while Mon. to Sat. , just one. The Greenport freight used two Alco "RS-1s" back to back, so this eliminated the need to turn them.



**Greenport water tank - View E  
Section house, and water plug  
2/1950 Archive: Mike Boland**



**Greenport Station  
View NE c.1959  
Archive: Dave Keller**

The high old water tank and plug at Fourth St. went soon after the last "steam" left the Main Line in Oct., 1955. The section house next to it was still in use. Walking up to "Cherry Lane siding west of Sixth St., I found the ancient wooden coal silos of Greenport Milling Co. in dis-use and trying to out-do "The Tower Of Pisa" in leaning from the vertical! The well-built freight house with it's rotting high-wooden platforms had been turned into a "bus garage", (at least the west end of it), for the Railroad's busses.

Greenport sta. still had a ticket agent on Sundays for the two westbounds in the summer at this time. When the Shelter Island Ferry arrived close to the leaving times of trains, he had all he could do to keep up with the long lines! Going back on train no. 4217 that evening we only a couple in the parlor and maybe a hundred in the four coaches, as it was not "summer vacation" time this early in the "summer timetable".

Since I had not been on the "extra list" since 1955, I was suprised at how much "seniority" I had now, I could usually get my "first request" any day of the week! A few weeks later I went on a Sunday "steam trip" on the CNJ from Elizabethport to Bridgeton, N.J. A former C.P. 4-6-2, no. 1286, pulled us on this memorable trip down thru the pinelands on the "New Jersey Southern" division.

While enjoying the "steam music" up in the open-door baggage car, I met Richard, ("Dick"), Makse, another railfan who had a "summer job" as a LIRR parlor car attendant. We would work many trains together in the next few years.

Nearly every Sunday that 1967 summer I was the "head end man" on "The Sundowner", train 4011 coming in from Montauk. As I lived in "Port" I had to drive to Patchogue and deadhead out on train 4012. Going out, there were two parlor cars deadheading so we had "deluxe" accomodations all the way. No. 4012 was "triple-headed" with three Alco "Centurys" of 2000 h.p., as two of them were for our train and the other for no. 4017.

After I coupled the two engines to our thirteen cars, (all parlors and the "Setauket" on the rear), it usually took about fifteen minutes at least to pump up the brake pipe pressure in the long train. We backed the train, after walking the "brake" on and off, into Montauk sta. about an hour before the six thirty p.m. leaving time. This gave everyone time for a snack at the "Blue Marlin".

One beautiful Sunday afternoon after I had done the "brake test" and we were n-the station I walked a couple of hundred feet ahead of the engines and tried o picture the same scene, say, sometime between 1927 and 1942.

"Visualize all parlor train 15 with a PRR K4 and ten or so cars sitting about where the "Sundowner" was now". When I thought more about it, actually there was not that much difference in the "scenario" as they say nowadays. Most of the same "parlors" now on our train, no doubt, had been on "15" at one time or another.



**Montauk Manor - c.1965  
Montauk C420 arrival  
Parlor and American Flyer coach  
Silverman Collection  
Railroad Museum of Pennsylvania**

The lordly Montauk Manor on the hill overlooking the yard and still visible over the middle of our train had also been there in the summers of "steam" no.15. Substitute "K4" for our two "C-420s", sort coal smoke for diesel exhaust, and there you are!"

"I'm overlooking Pullman "names" and Pullman "green" of course!" Usually there were three parlor lounges in the consist, to accomodate late-comers without seat reservations. About a dozen or so seats in those were never sold in advance for that reason. Most Sunday evenings we would'nt have a "seat" left empty except for one or two drawing rooms by the time we left Westhampton, the last stop before Jamaica.

We sure could have used those "temporary block stations" going west on Sunday evenings! Between the "mect" with train 4016 at "BH", copying form "K" cards, and reporting "arrivals" at nearly every station so that following no. 4015 could "get over the road", the conductor sure was busy. Worst of all was the "double stop" leaving Westhampton to clear the block. "Double stops" such as Friday evening trains made to platform their long consists going east were not done Sunday. Passengers got on wherever they happened to be on the sta. platform and walked thru the train to their assigned car and space.

No ticket collections were made until we left Westhampton. By this time most folks were "settled in" and enjoying their cocktails, as each car served them, as well as various soft drinks for the children. Most Sundays we were finished working the train by Bay Shore. The conductor, of course had to keep a "sharp eye" out for passing landmarks so he would be prepared at "MS" to grab a "K" card and also at "PD" tower for a "clearance card".



**"MS" Mastic-Shirley 1966  
Photo/Archive: Dave Keller  
Engineer of RS3 #1559  
Westbound getting orders  
PD tower, Patchogue 8/1971  
Photo/Archive: Dave Keller**



One particular Sunday evening I will always remember! Conductor "Eddie" Martin Jr. and I were doing our "paper work" in the unsold drawing room in the second parlor. We were going thru one of the most violent thunderstorms that I had ever seen on "the Island". Rain was so thick you could barely see out the window and the lightning was continous. Even above the "train noise" loud thunderclaps were audible. At the time we were "highballing along" just as if it was a perfectly clear evening at our normal speed on this train. Those engines had a "good roll" on our train as we passed thru Bellmore and Merrick, horn blasting away for the grade crossings!

Those automobiles barely moving on the nearby Sunrise Highway surely made us feel safe and secure in that heavy parlor, and it surely said a lot for "rail transportation in a savage storm!"

At Jamaica we usually lost a good two thirds of our people to the N.Y. and Bk'ln connections, and then it was on to Hunterspoint Ave. sta. in L.I. City arriving at nine forty two p.m.. While the cars were emptying I cut off the two locomotives, being careful to "save the air" in doing so. I also "hung" the back-up hose which we would need when we returned to Jamaica. I always had to pick up a few pieces of rock ballast to ward off the two loose "guard dogs" that hung around the filling sta. on the corner of East and Borden Aves. I had to throw a switch there to bring the engine back on no. two track, so as to get on the "east" end of our train in the sta. on "one track". Those dogs were out for blood, believe me, I lost no time in climbing up the engine steps once the switch points were over!

Anyone who happened to be standing on, say, Forest Hills sta. platform when we passed by on "The Sundowner" must have had to rub their eyes to make sure they were indeed in the year 1967! A long string of "heavyweight"



**Parlor SETAUKET**  
**"SUNDOWNER" drumhead**  
**Richmond Hill - 8/1963**  
**Archive: Dave Keller**

ex Pullman/PRR parlors seen in the night with car interior lights on, revealing the plush interiors with people enjoying the revolving chairs, was a sight to be seen only on the LIRR, and nowhere else! Topping it off was the "Setauket," the open-end observation bringing up the markers. Sometimes the "track lights" of the car were lit as well, as she receded to the west on the four track main.

After we had pulled the equipment back to Jamaica Sta., we shoved it up the "hill" to the ex mail dock track in the advance yard. After the Labor Day weekend, the business car "Jamaica", used as a lounge-observation with parlor consists, was withdrawn from this service for good.

October was the month for the annual "Inspection Train" to tour nearly the entire RR to give the heads of various departments a "first hand" look at the track and various structures such as towers, stations, bridges, etc.. Years back in my dad's time it was called simply "the bosses train". Morse code messages were sent sta. to sta. ahead of it's coming by station agents to each other so one could have everything "ship-shape" by the time the train arrived in town.

"Ship-shape" mainly meant sweeping the floors, dusting the waiting room seats, and making sure no "foreign RR" calenders were hung anywhere in the building. The Pennsy was "death" on those calenders, as it might tempt station help to route prospective passengers or freight over other than the PRR! It's hard to imagine that a W.P. or C & N W calender would mean a loss to the PRR, but that's the way it was!

Reporting at the storage yard in Richmond Hill, I found my conductor was the very capable and popular Nelson Steele. "Setauket" and Jamaica", the two business cars, were coupled so that the observation platforms were at either end of the two car train. Engine 462 was our "power" for the day, but I do not recall the engine crews names.



**RS1 #462 Mineola entering  
the Port Jefferson Branch  
Photo/Archive: Steve Hoskins**

Pulling up to Jamaica Sta. on platform "C", we were met by W.S. Boerckel, recently a train dispatcher and now with the M. of Way Dept. He was usually called "Win" or "Winnie" by the rank and file. "Win" would be with us all day and would make sure that none of our "moves" interfered with any scheduled trains. "Win" had his "walkie-talkie", and so did "Lenny", the assistant R.F. of E. on the engine, making communicating much easier once under way.

Up to this day, I had always thought that "inspection trains" were for the road's president or superintendent, etc. Not so, at least on this train, Bridge and Building Dept, and Supervisors of the Track Dept., really only about fifteen men, were traveling today. We did not even rate an assistant trainmaster!

Off we went to Port Jefferson, stopping rarely for a few minutes at various bridges. Coming back to Hicksville, we reversed to back down the Main Line to "B" tower and then over the Central Br. to Babylon sta. Now we were headed west on the Montauk Br.. "Valley" tower put our train in the layup track by



**VALLEY Tower - View E  
Far Rockaway Branch at right  
Photo/Archive: Brad Phillips**

the freight house so we could "tie up" for lunch. I was very surprised to find out that the train and engine crew ate before the officials did. A variety of good quality cold cuts and salads, along with coffee or soda was served in the "Setauket". Both cars had attendants to take care of refreshments.

The lunch hour over, we proceeded to back all the way down the Far Rockaway Br. to that place. Apparently the inhabitants of the "five towns" do not see too many Alco "RS-1"s pulling or pushing "heavyweight" business cars thru their neighborhoods by the intense stares we received by all! Returning "engine-first" to Valley Stream, we then backed from there over the Long Beach Br. all the way to Long Beach. We spent about fifteen minutes between regular trains on Wreck Lead trestle over Reynolds Channel so the P&B Dept. men could look over work being done there.

That done, we ran non-stop to Jamaica, using the Atlantic Br. from "Valley" tower west. After unloading everyone at the sta., we yarded the train in the storage yard, a most "unusual day" for me! The "Inspection Train" usually takes Monday to Friday to cover the RR, spending one night out, usually Greenport. About the only Br. they do not ride over is the Atlantic Br. west of Jamaica.

Shortly after my day on the "inspection train", one of our most popular engineers lost his life on the "Budd Cars". By now the "Budds" were no longer on the "Patchogue Scoot", being used Mon. to Fri. on trains 204 and 211 on the round trip out of Jamaica.

On October the eighteenth, train 204 was only a half mile out of Holtsville when it struck a dump truck load of hot asphalt at the Blue Point Ave. crossing. The head car, no. 3101, was pretty well bashed-in after hitting this heavy



**RDC #3101 Train #204  
Wreck at Blue Point Rd., Holtsville  
10/18/1967 - Archive: John Jett**

load and "Patsy" Molese, the engineer was killed, although the fireman managed to avoid serious injury. That car was later scrapped, while the combine, (no. 3121), was never used again on the LIRR. In 1968 it was traded to the B&O for the "lightweight" observation-lounge "Napanee".

In October the first of the many "lightweight" cars from other railroads arrived on the RR in the form of fifteen ex NYC cars, all of "stainless steel" configuration. Fourteen were ex reclining-seat coaches built in 1946. The "fifteenth" was an ex thirty five seat parlor car, the "Samuel J. Tilden", built in



**LIRR #530 24 seat coach with bar  
ex-NYC #86 Parlor Samuel J. Tilden  
1967 (George Votava - Dave Keller)**

1941. We bought them from the Pickens RR in the south, and they were always called "The Pickens Cars" by the ME Dept. The Pickens RR had refurbished them by replacing the reclining seats with "two and three" seating, as well as removing three out of four washrooms/toilets. They arrived without diaphragms, so they may have removed them as well. The Pickens RR obtained those NYC cars in June 1967.

Later on, the former parlor car, was rebuilt from coach to a "full-bar car" by Morris Park and ran on the Montauk Br. for several years. The thirteen cars became nos. 529-543 inc., the only "second-hand" equipment not to get "8500 or 7500" nos. A train of all stainless steel cars really gave the almost "solid-gray" LIRR a "touch of class" as the saying goes!

Amid much "ballyhoo" by the press and politicians, a new morning train of ten of these cars was put in service about a week before Election Day between Northport and Hinterspoint Ave, stopping only at Huntington, and with no Jamaica stop! It was christened "The Silver Streak" by the press and the name stuck as long as the train ran.



**Silver Streak - Train no. 611 - Photo/Archive: Richard Glueck**

While the cars gave a super-smooth ride with their tight-lock couplers and were nice and warm in winter, their failings were their air-conditioning, which frequently failed on sweltering, humid summer days, and their eternally-leaking window frames. Even a "light shower" would leak water on the sills, and a heavy rain was even worse. The floors were puddles of water in no time, and if snow was brought in on commuters shoes, the whole aisle was a mess and slippery as well.

Sometime in October Ron Ziel called me to tell me of he and George Foster's idea of running a "steam train" from Jamaica to Montauk, using a leased engine from the Black River & Western RR, a "tourist RR" in New Jersey. He suggested I make up a schedule for it, based on the current LIRR employee timetable. Since it was to run on a Sunday, there was a minimum of "meets" to be made with regular trains.

Other features that had to be incorporated in the tentative schedule were filling the tender with water by various fire departments and "photo stops." Apparently the Movement Bureau of the RR in Jamaica thought my suggested ideas for Ron's "Special" were satisfactory as my "schedule" was followed almost to the letter. On November twenty sixth, a Sunday, the excursion would leave Jamaica sta. about nine fifteen a.m., going over the Main Line and Central Br. following the regular morning train to Montauk. Just west of the Sagtikos Parkway bridge in Brightwaters, a local fire company would fill the tender. There was to be a another "water stop" at Bellport and then a "photo run-by" at the old Brookhaven sta. site.



**Black River & Western Steam Trip  
Observation car "Halvpalm"  
Brookhaven - View E 11/26/1967  
Photo/Archive: Brad Phillips**

The consist behind Black River & Western 2-8-0 no.60 were a "ping" combine, eight "reconditioned" ping coaches, a parlor lounge and on the rear, leased for the day, CNJ business car no.97. I decided to pass up the opportunity to ride behind "steam" on the Montauk Br. once more in favor of "chasing" the train by automobile. From working "out east" I knew of some good locations where there was open countryside and the locomotive would be working hard with appropriate smoke for good photography.

Frank Zahn and "Rich" Makse drove out from Queens and met me at Patchogue's "PD" tower about thirty minutes before "60" and train were expected. "Rich" had his tape recorder with him, and we all went up in "PD" tower to ask towerman



**Black River & Western #60  
PD Tower eastbound 1/26/1967  
Photo/Archive: Richard F. Makse**

Tony DeSant, "how things were shaping up?" Pretty soon we heard whistling that sounded very much like a "G5 or E6" over around Bayport, she "was on the bell", almost on time. Tony threw a few levers in the tower, setting up the railroad thru Patchogue for the fast approaching train. "Rich" stayed up in the tower with his tape recorder going all that time from the first whistling we heard until "60" and train had disappeared around Bay Ave. curve east of town. I have heard that "tape" a few times, it's terrific!!

Frank and I went down the tower stairs to get our pictures as she passed "PD". At that time the original "manual tower-operated crossing gates were still there, so we got the "whole scene", as they say. Luckily, the weather was never better and so late in the year too! While the train was taking on water at Bellport sta., we sped ahead to a farm crossing about a mile and a half east of the former Mastic sta. site. No.60 was "doing her thing" very nicely as she passed and we noticed Larry Foran was the engineer and also that there were far too many empty seats in that far too long a train!

Then we raced ahead to get "set up" for our picture-taking near milepost eighty three. No.60 would definitely be "working hard" coming up from the "Canal" bridge and climbing into the Shinnecock Hills, (it was!). We were by no means the only ones "chasing" the special train. Montauk highway was very crowded and "passing" was taboo. The next time we caught up with "60", it was

just leaving East Hampton and it easily beat our time into Montauk. We were able to get photos of the engine turning the two "heavyweights" on the wye and a shot



**Black River & Western #60 - 11/26/1967  
Montauk Wye - Archive: Dave Keller**



**Black River & Western #60  
Southampton Station to take coal  
Photo/Archive: James Mardiguian**

of it westbound at Amagansett. At Southampton they had to open the smokebox door and remove a pile of cinders. She sounded real good getting her long train under way up the slight grade out of there. By that time it was nearly dusk and we had traffic galore to buck, so we did not see "60" again until Bellport sta. They had a "meet" with train 4016 there and had to take on a tank of water as well.

I noted the conductor was A.W. Heintze and the head brakeman, John Cleary, while we were talking with "Win" Boerckel, who was riding the "special". Later on we heard they had to stop opposite "Valley" tower and dump the fire! This meant rebuilding the fire again and much time was lost, besides tying up the busy Montauk Br. on usually busy Sunday evening. The pile of ashes at "Valley" was visible for a long time afterward!

One of the most "memorable-memories" of that day, at least to me, was driving up to the Bridgehampton sta. when we were "chasing" "60" westbound, not knowing if the train had gone by as yet. ---Our noses soon told us what we wanted to know! ---Soft coal smoke drifting by on that warm westerly wind, (you did not actually see any smoke), but it was there, and wonderfully pungent as well, "60" was long gone from "BH"!

1967 was one of the years when a number of the LIRR "heavyweight" parlors were used by the PRR for the Army-Navy annual Thanksgiving Day football game in the stadium in south Philadelphia. There were a number of "special trains" from New York to that event each year, making the PRR "short" of parlor cars for that one day only. --- Before selling all those parlors to the LIRR, the Pennsy of course, did not have this problem. When Thanksgiving was over the parlor fleet, except for about six cars, was stored in Montauk over the winter. The salt air was harmful to the cars, but they were stored in a place that was about as safe from "vandalism" as any place could be on the railroad!

The "sighting" of any LIRR passenger equipment, (such as above), on any other railroad was indeed rare! I can recall my dad and I riding in LIRR P54 coaches from Penn Sta. to Asbury Park, N.J. on the N.Y. & L.B. in the summer of 1940. Otherwise than the above two instances, the only other time I know about this happening was when the Staten Island Rapid Transit leased three LIRR MU cars in June, 1973.

The day after the "steam trip" to Montauk, I was assigned to a "pick" job as trainman in "Port", that would last thru the winter until April first of 1968. It was on the longest commuter trains the LIRR ever operated, nos. 619 and 650, serving the Hunterspoint Ave sta. It was also the "best paying" regular run I would ever "own". We had seventeen cars both ways, composed of 2900 series "pings" and an ex B&M, the "bar car".