

One afternoon in mid January of 1969, I was walking down to my train in the Richmond Hill cleaning yard, when I spied four FEC stainless steel coaches over on track sixteen. The interior doors were not locked, so I walked thru them. All four were in very good condition with reclining seats, twin washrooms on either end, and the end bulkheads on each car featured beautiful Florida scenes behind glass. The cars all had names of places on the FEC, such as "Homestead, Boy-



**ex-FEC HOMESTEAD**  
**Richmond Hill - LIRR #8570**  
**(Hoskins-Lynch)**



**ex-FEC BOYNTON**  
**Richmond Hill 1/1969**  
**Photo: Jim Gillin Archive: John Deasy**

ton, Bunnell and Titusville", with "Flagler System" in small letters near the side vestibule doors. These cars had ended passenger service on the FEC the previous year.

As soon as Morris Park could get the diaphragms off, all four went into service as an "intact train" on Greenport trains nos. 204-211. The car names stayed on the sides for a few years, until they were replaced with "8500" nos.; that is all except the "Titusville", which carried its name to the Corona Meadows scrap line a few years later. About a week later another ex FEC car showed up, the "Lake



**EX-FEC LAKE OKEECHOBEE**  
**Cannonball at Hunterspoint Ave**  
**7/1969 Photo/Archive: Jim Gillin**

Okeechobee", an observation-tavern type, also of stainless steel. She would replace the "Setauket" on the rear of the "Cannonball" with the summer timetable. The "Napanea" would become the first car on the same train, with observation end "east". This would eliminate turning the "Setauket" on the wye every Friday for the "Sundowner" on Sunday evenings.

I didn't realize it at the time, but this would be the final summer for the "heavyweight" parlor equipment. "Labor Day Weekend" would wind them up. I was still on the "extra list" and unbelievably was able to just about "hit" my first request everyday!

From Sat. July fifth to Wed. the ninth, I was able to "hold-down" the east end job starting out of Montauk in the morning. That was the highest-paying run in pass. service at the time. To be out in Montauk on a beautiful summer morning when the sun is just peeping over the hills to the east of the yard, when the only sound of any kind is the diesel of your train idling, is a great way to start the day!

On Monday morning the job came in on the "Wall St.", which follows "The Cannon Ball" by an hour or so. This train made Westhampton the last stop before expressing to Jamaica, skipping Quogue. In a way this was a "minor disaster", or if you were careful to close the end coach doors, there was "no problem". The large sand-mining <sup>OPERATION</sup> at Quogue made the tracks a mighty dusty place, especially if it had not rained for some time. No. 7, "highballing thru town", would kick up quite a dust storm, resulting in coating the seats and passengers in them with a fine coat of pure white sand, Long Island's "finest!"

In August two ex UP club-lounge cars appeared on the RR. Right away, they displaced two "heavyweight" parlor-lounge cars on trains 22 and 24. More "light-weight", shiny, almost new stainless-steel sleepers arrived in late August and

early Sept. These were fourteen ex NH cars, seven of the "Beach" series and seven of the "Point" series. The "Beach" series had all stainless-steel sides, while



**#2069 MINEOLA ex-NH POND POINT #2071 MORICHES ex-NH LONG POINT**  
**Photos: Ben Young Archive: Mike Boland**

the "Point" cars had a red-orange band in the window strip, but otherwise were of stainless steel finish. The "Nantasket Beach" never saw service on the LIRR,



**Ex-PC "point cars" had orange stripes**  
**per Robert Emery Montauk - 1969**  
**(Maywald - Boland)**

being used as a source of parts to keep others of her class operable.

My last day to "work" the heavyweight parlors almost ended in a "blaze of glory"! One Friday in August I was conductor on train 12, "The Advance Cannonball", making Speonk the first stop. As we arrived, the man operating the "temporary block sta." there ran up to me and yelled, "Your trains on fire"! The local fire dept. was busily engaged putting out a blaze underneath the "Mattituck", the third parlor. With their chemical fire extinguishers, the fireman soon had the fire out. Seems when we went past Mastic-Shirley sta., the block operator saw us on fire and called ahead to Speonk to the "temporary" man who called the nearby fire co. The whole episode only delayed us about ten minutes, but we did evacuate the people in the car leaving Speonk as "Mattituck" smelled strongly of smoke, from what had been some kind of insulation burning, probably set afire from sparks from new brake shoes.

Labor Day weekend I was again working the "east end job out of Montauk". On that Tuesday a.m. we made the "Wall St.", instead of the "Cannonball". We had four of the recently-arrived ex NH sleepers, which were of two different types. The "Beach" cars had fourteen roomettes with four bedrooms, while the "Point" cars had six open sections, six roomettes and four bedrooms.

Working those modern cars, (they even still smelled "new"), was a pleasure as far as the "A-C" went, they were COOL! Actually the passengers missed the former "heavyweights" in some ways, but not as far as air-conditioning at least. The "sleepers" were rather confining for day travel, as you usually kept the door to your roomette or bedroom closed, leaving only the side window for one to view the scenery with. The "heavyweights" had revolving chairs, so you had a hundred eighty degree range of vision. Of course some wanted complete privacy so the "closed-in" type accommodations were their "cup of tea".

Extra crews working that job starting out of Montauk were entitled to "bed orders" that were honored by a local motel just down the road. The crew that "owned" this job all either slept in the cars or the bunkhouse. In summer one could get good meals down at the diner in Montauk village. In winter you had to warm up your soup or coffee in the bunkhouse.

Starting in mid-October, I got off the "extra list" as a fairly decent ticket collectors job in Port Jeff. became available. You had to get up at four thirty a.m. though, as your first train went out at five eight. In the late afternoon you got back in "Port" at five, so at least you finished in "daylight" most of the year.