

le stopped about every three blocks in that section, and the rapid-exhaust uncing off the cut's rocky sides produced great echoes! After about a half ur we arrived in the CNJ's compact Newark terminal on Broad St. That was a mer of 1938 trip. In 1939 we took the PRR to Elizabeth, N.J. from Manhattan, ere we had about an hour to wait for a CNJ train to Somerville. While wait- g a, B&O train from the west stopped with it's "President Polk" locomotive the famous "President" class of pacifics. At that time both engine and ten- r were in green paint, very neat looking indeed to one only familiar with lack" PRR power! The B&O would quit using the CNJ for passenger trains in 958.

About eleven thirty a.m., our train pulled in with "camelback 164 and four oaches. It seemed odd to see the hogger sitting on the cab's armrest and op- rating the engine that way! Since it was a hot June day, no doubt it was ooler out the window than sitting in his small seat next the hot boiler!

Coming back east in the afternoon, the party we had gone to see drove us o the CNJ's Bound Brook depot. There was plenty of action, and all "steam" oo! Reading class G1 pacifics on trains to Phila.; B&O trains, (non-stop); big CNJ "Mikado" types on frequent freights in either direction; on the nearby LV we saw streamlined pacifics and a 4-8-4 on a freight, etc. etc.. here was then three or four grade crossings west of town so we got to hear what the various steam whistles sounded like as compared to "Pennsy" ones. That place then was really "Main Line Railroading" and well worth anyone's visit if they were a railfan! The only place on the LIRR that could come anywhere near it with train frequency and "crossings" was Floral Park. Even with that Floral Park was largely MU service and there were very few long freights pulled by "Mikados"!

Now that those CNJ "memories" have been remarked, it's time to get on with the spring of 1966 as I board the "Elizabethport train" leaving at two forty two. Only about a dozen people rode this train at this hour. Usually it was an EMD "GP-7", four coaches and the club car "Wekearney" on the rear. After arriving at E'port, the train used the S.W. quadrant wye and became a train bound for Newark, which was where I was headed this day. After all the ten or so passengers detrained there, the entire consist, sans passengers, backed to Kearney sta. on what was left of the former Newark Br.

About five p.m. the train would leave there for Plainfield, with the club car reserved for "big wigs" of the large Western Electric plant at Kearney. With "The Aldene Plan" going into effect on April thirtieth, 1967, the huge Jersey City complex of terminal and yards would close down as well as pass. service to Newark via E'port. The only passenger service east of Cranford would be a two car shuttle between there and West Eighth St. in Bayonne.

With the 1966 "summer timetable" I'm back on my favorite "short job" in "Port" with the long afternoons and evenings off. Often on Fridays I'd drive over to Oakdale to watch the "parlor parade" on the Montauk trains. I liked



**Oakdale Station - View W**  
**6/15/1968 - Photo: Ron Ziel**  
**Archive: Queens Public Library**



**Oakdale Freight House**  
**PRR #732 view W 1941**  
**Archive: Dave Keller**

this location for photography, even though I was "shooting into the sun". By standing on the platform of the old brick freight house, the roof overhang would shield the camera lens from the direct rays. It was also a "quiet spot" then with the woods shielding the noise from the nearby Montauk Highway.

The place also had another attraction, (at least to me), the crossing "flashers" and bell mounted on a concrete pedestal in the middle of the highway crossing by the station. That "older type bell" had a clarity missing in the ones furnished with the "automatic gate" installations, not only that, but it continued to ring as long as the train was "on the circuit", about a rail-length on either side of the highway. With "automatic gates", the bell stops ringing with the gates in "down" position.

The "icing" on the cake was the "low joint" on no. two track. "Picture The Cannonball with its long string of heavyweights with their six wheel trucks going over that "low joint" with the crossing bell and all"! Hopefully someone took the time to "tape-record" this from a hundred feet away or so!

Only during June and early July would there be enough sunlight left to photograph train 24, "The Weekender", this far out on the "Island". Never the less, one Friday I managed to "get" the "Jamaica" on the rear as it passed the old Mackay Radio Sta. in West Sayville.

So far, "The great parlor car revival" of the 1960s had passed me by, that is as far as me working one of those trains. I vowed that when the summer of 1967 rolled around a year from now that I would indeed be collecting tickets in those "parlors"! The only way that I could accomplish that was to be on the "extra list" as those men got to work those "summer trains". Shortly after October rolled around I bid a "Port" ticket collector's job in that paid quite well for my seniority and had weekends off besides.

The run left "Port" on train 613 at six thirteen a.m., (coincidence), and I only worked it to Northport, where a few minutes later I boarded train 615, that originated there. Working 615 to Jamaica, one of my cars was the "coffee car", which was of course a "bar car" on eastbound trips in the evening. They were a nice, congenial crowd in the "morning coffee klatch" on that warm, ex B&M "American Flyer" coach. From Jamaica to New York I worked train 2019, a train originating in Far Rockaway. The head car was no. 1677, once carrying the name "Rockaway". It was still operated as a club car minus the name though.

Some days I rode back to Jamaica on the equipment of 2019. Those wicker chairs with soft cushions in the "Rockaway" were a nice change from "two and three" seating!

The "Rockaway" had a clock in either end of the car, something no other LIRR car could boast of.

The train home to "Port" in the late afternoon out of Hunterspoint Ave was the best train on the Branch. No. 650, after a Jamaica stop, made Huntington, Northport, Smithtown and "everything east of there" to "Port". If you worked the front of this seventeen car train, leaving Smithtown you had the few remaining passengers walk back to the rear in order to detrain at the short platforms east of there. Truly, "the way to go to Port Jeff."!

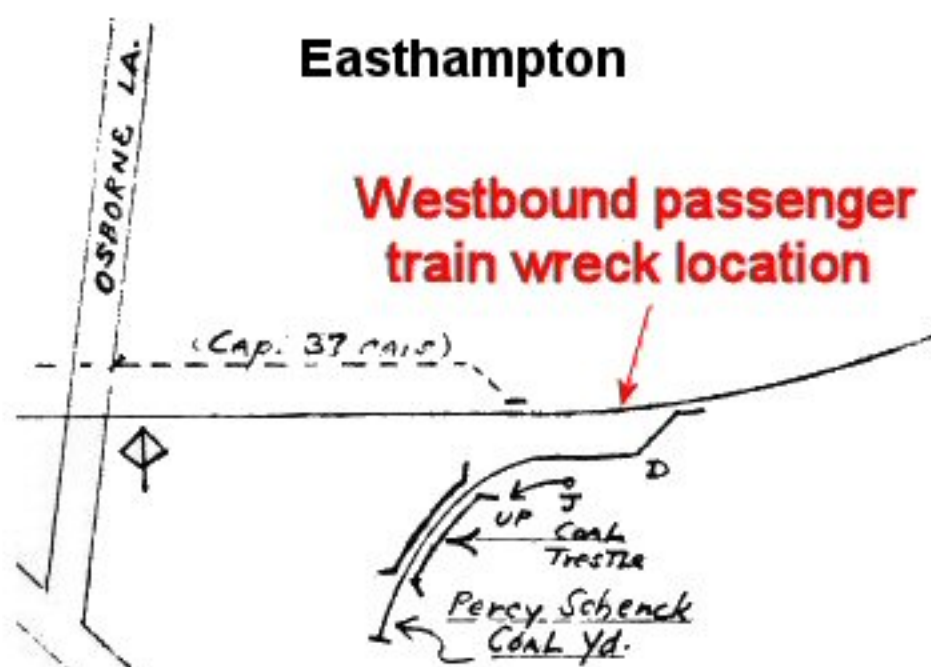
Some time in the fall I got a call from Ron Ziel that a Long Island chapter of the N.R.H.S. was being considered and a meeting would be held at Jim Guthrie's Kings Park home to "talk it over". That night the chapter was formed with Ron as president. Other members were Art Huneke, Jim and myself. There were a couple more but I cannot recall their names. Later on the new chapter got its charter and became known as the "Sunrise Trail Chapter" of the N.R.H.S..

One "field trip" the members went on was a walking tour of the long abandoned LIRR Sag Harbor Branch. We all left our cars in Bridgehampton and trekked the line into Sag Harbor village. The right of way was pretty much preserved at that time and one or two mileposts were still in. Ron and partner George Foster were planning a "tourist RR" over this route to be called the "Sag Harbor & Scuttlehole R.R." at that time, but it never came to be. Our "walking tour" was in the spring of 1967.

The only wreck the heavyweight parlors were involved in happened at East Hampton on Sunday Nov. sixth, 1966. Vandals had smashed the padlock on the sw-



**Easthampton Wreck  
November 6th, 1966  
Photo/Archive: Ed Schleyer  
Robert Emery Map**



itch leading to Schenck's coal yard and lined the switch for the siding. At seven six p.m., train 4013 coming around the curve about fifty miles per hour, had no warning and the train lurched into the sharply curved and short siding and derailed the engine and three parlor cars, which went over on their sides. The parlor "Patchogue", recently upgraded with knotty pine panelling, new carpeting, new window frames and better revolving chairs was damaged beyond repair and it was decided to scrap it, the first "heavyweight" to go.

The Friday before Christmas we were sitting on our train in the L.I. City passenger yard and noticed train 40 across the way had the "Tuscarora Club" as its first car. Investigation turned up the following: Train 40's regular bar tender was giving his "regulars" a pre Xmas party on their way east. The commuters had all chipped-in for assorted cold cuts, etc. etc., which the bar crew had procured that afternoon. Card tables had been set up in the car with miniature lighted Xmas trees on each, while the ceiling was festooned with garland, hung with various ornaments. Copious amounts of "John Barleycorn" helped to keep the "Christmas Spirit" alive and well that evening going east!