

LONG ISLAND RAIL ROAD

MISCELLANEOUS DATA

STEAM LOCOMOTIVES:

Class D16s superheated and converted to D16sb	Starting in 1914
Westbound steam trains changed head-end motive power at "HAROLD" interlocking with PRR DD1s and crews and reversed the procedure eastbound	1910 – Autumn/1927
Steam trains changed head-end motive power at Jamaica and LIRR purchased 16 DD1 locomotives from the PRR to accomplish this change of power	Autumn/1927
PRR class E2 superheated and converted to E7s	By 1929
PRR class E2, E3 construction dates	c. 1904 – 1906
K4s locomotives first used on Montauk branch (After installation of heavier bridge over Shinnecock Canal. Prior to that, Montauk trains of 12 or more cars were required to be double-headed by 2 - G5s locomotives)	} June/1931
Footplates appeared under cabs of PRR locomotives (including LIRR G5s, H10s)	1931-32
Pin-striping discontinued on PRR locomotives	June 13, 1932
Pedestal-type, multi-directional classification lights atop smokebox and pedestal-style multi-directional marker lights atop pilot introduced:	Fall / 1922
a. Removed from yard service and freight-service-only locomotives, beginning:	July / 1929
b. Removed from passenger service locomotives and freight locomotives in passenger service, beginning: <i>(The Keystone: Spring/2002)</i>	June / 1940

“New” one-directional marker lights introduced atop smokebox only: <i>(The Keystone: Spring/2002)</i>	June / 1942
Futura lettering on tenders replaces Dulux gold “Penn Roman” font lettering	1940 – 1941
K-4s locomotives first used on Port Jefferson branch	1940 – 1941
Silver-gray smokebox color (graphite with aluminum) stopped during war years (dull gray in use)	1942 - 1945
Keystone number plate conversion	Oct.- Dec. / 1942
Steam deflectors behind whistles	Starting in 1943
K4s locomotives used auto stokers (Stoker motor under cab: left side of loco)	April/1944 - 1948
Small, cast headlights with illuminated side numbers installed on MOST G5s locomotives	1944 - 1945
K4s locomotives get “facelift” (Generator exchanged with headlight and large platform added below smokebox to service the generator) (Not done to K2s or K3s locomotives)	} 1945 on PRR, latter part of 1946 on LIRR All are done by 1949
Keystones have large numbers	Pre-1945
Keystones have smaller numbers	1945
LIRR H10s locomotives mechanically stokered	1946
H10s #113 last to be mechanically stokered	1947
Newer, smaller marker lights appear atop smokebox	1947
Last PRR L1 Mikados in service	as of 1/1/47 (all gone by 7/1/48)
Class C51 has large tool box added to pilot	1948
E6s, H9s leased locomotives left LIRR service	1949
Montauk trains dieselized	1950

Last four (4) K4s leased locomotives left LIRR service	October, 1951
Greenport passenger trains dieselized	October, 1951
PRR G5s #5741 appeared on LI as relief engine for LIRR G5s #21	August, 1955
Last steam-pulled revenue trains (behind G5s #'s 35 and 39)	October 8, 1955
Last operation of LIRR steam: pulling railfan extra (behind G5s #39)	October 16, 1955

ELECTRIC LOCOMOTIVES:

Display of indication lights on the front of MUs is discontinued	11/27/32
Class DD1 gets pin-striped for N.Y. World's Fair. New color scheme includes LIRR keystone logo	1939
Class DD1 @ Morris Park Shops begins use of new DD1 lay-up yard near elevated Montauk branch	} 1944
Some class DD1 units get Tichy color scheme	early 1950

PASSENGER CARS:

Wooden cars used between steel cars in same train consist outlawed in tunnels	1915
Least year wooden cars used in revenue service	1927
Futura lettering	1940 – 1941
Old-style Dulux gold lettering in “Penn Roman” font re-done with letters spaced further apart	1942
Original 1905-era class MP41 MU cars last ran in	1950

passenger service on Mitchel Field shuttle:

Tichy color scheme: Slate gray body, dark green undercarriage, bright aluminum roof Named for designer Lester C. Tichy (1905-1981)	} Beginning 11/1/49 until 11/1/52 (period of painting)
Large marker light added to rear of steam cars. Headlight of electric cars modified to be large marker light when used as last car on train	} May 24, 1951
MU cars end doors painted orange	Starting in 1952

TRAIN INFORMATION:

“REX” Trains = Trains consisting of all REA and/or baggage cars

Train service inaugurated to Kings Park State Hospital	1911
Train service inaugurated to Central Islip State Hospital	1911
PRR “K” card system in service	5/23/28
Train service inaugurated to Pilgrim State Hospital	6/24/34
Last hospital train providing service onto Kings Park State Hospital grounds	timetable of 5/69
Last hospital train providing service to Kings Park State Hospital terminating on the Kings Park station siding with bus and cab service to the hospital	timetable of 5/70
Last year of the hospital train providing service to Central Islip State Hospital	1971
Last hospital train to Pilgrim State Hospital and return	5/21/78

PARLOR CAR SERVICE:

Parlor car service provided by Woodruff Parlor Car Company	1870s - 1892
LIRR takes control of Woodruff property and operates their own parlor service	1892 - April 1, 1926

Pullman Company service inaugurated, using Pennsy's pool of Pullman equipment	April 1, 1926 – Labor Day/1942
PRR takes over parlor service	1946 – 1958
LIRR Special Services Department formed	1957
LIRR acquires 2 parlor cars and develops its parlor service	October, 1958

STRUCTURES & YARDS:

Morris Park Shops opened:	1889
Large coaling tower at L. I. City built:	1902-03
Turntable on dock adjacent to Dutch Kills, L. I. City built:	1903-04
Storage tracks at L. I. City added:	1903-04
North Yard (Wheelspur Yard) enlarged and connection via double slip switches to Dock Yard south of tracks at Dutch Kills installed:	1903-04
Holban Yard (Hillside/Hollis, NY) opened: (Name was a combination of Hollis and St. Albans)	1906
Station signs indicating mileage from L. I. City and mileage to end of branch discontinued with opening of Pennsylvania Station and mileage now being determined from that terminal. (mileage from Penn Sta. indicated in employee timetables eff. that date with the exception of the Montauk branch which still used L. I. City as its terminal.)	Sept. 8, 1910
Morris Park wooden coaling tower built	1911
Morris Park smoke washer bridge and mechanism installed	1914
Branch terminal engine houses razed by PRR edict (Oyster Bay razed: 8/4/29)	Beginning in 1928

PRR Keystone signs on stations	Starting in late 1929
PRR Keystone signs on towers (“BS” tower got a make-shift keystone sign in 1929 per LIRR valuation photo)	Starting in 1937
Morris Park roundhouse: Fascia above bays removed	1935-36
Morris Park wooden coaling tower razed	Winter/1944-45
Morris Park concrete coaling tower built	Fall/1944
Cone-style roof removed from Morris Park Shops water tower	1944
Morris Park smoke washer mechanism removed from support bridge	Spring/1945
Morris Park smoke washer bridge removed	July/1946
Overhead piping near Morris Park locomotive shop and turntable “garden” tracks in use	Early 1946
Full 2 nd floor added over Jamaica station waiting room and opened for service (<i>per <u>The Long Island Railroader</u></i>)	Sept. 1, 1961

PAINT SCHEMES:

Tuscan Red with Dulux gold lettering in “Penn Roman” font (all passenger cars, loco tenders)	Until 1940-41
Tuscan Red with gold Futura lettering (some passenger cars, loco tenders)	1940-41
Tuscan Red with Dulux gold lettering in “Penn Roman” font spaced further apart (all passenger cars, loco tenders)	1942-1950+
Baldwin units delivered in black with gold lettering and numbers in “Penn Roman” font. Pilots painted white at a later date.	Starting 1945-1955
ALCO S1, S2 units delivered in black with gold	Starting 1946–1955

lettering and numbers in "Penn Roman" font. Pilots painted white at a later date. ALCO RS1 units delivered in black with gold lettering and numbers in "Penn Roman" font	Starting 1949-advent of Tichy
Tichy: Applied to all psgr cars, some DD1 electric locos, an elec. shop switcher and ALCO RS1 units. RS1 units repainted up until 11/1/52. Only loco- motives wore the Long Island shadowed map logo. FM C-liners arrived in this scheme in Jan. 1950.	11/1/49 to 11/1/52 through 1955
Dark gray with orange end doors and dark green roof (all psgr. cars) <i>per Keystone magazine:</i>	1955-1961
LIRR holds press run of 5 new air-conditioned P72 cars to Greenport. Tichy scheme abandoned in favor of dark gray body and dark green roof.	5/23/55
Dark gray with orange nose (diesel locomotives)	1955-1961
"Dashing Dan" logo added (<i>per "Long Island Rail- roader", Issue of 2/12/59</i>)	February, 1959
Charcoal gray (Goodfellow gray) (all psgr. cars) Charcoal gray (Goodfellow gray) with orange nose (diesel locomotives) <i>**see "Misc. LIRR Trivia" for more</i>	1962-1964
Charcoal gray with orange stripe (N.Y. World's Fair colors: passenger cars) Charcoal gray (Goodfellow gray) with orange wave (diesel locomotives)	1964-1968
MTA blue and yellow (diesel locomotives) MTA Platinum Mist (passenger cars)	1968-1976 1968-end of push- pull service

EMPLOYEES:

Towermen begin working 8-hour days. 3 rd shift (trick) added to jobs as a result.	October, 1907
Crossing Watchmen and Trafficmen were both part of the LIRR Police Department.	Until 1928 – early 1930s

“Trafficman” was a promotion from “Crossing Watchman.” When the PRR took over actual operation of the LIRR they both made part of the MOW Dept. A Watchman or Trafficman could bid for a job in the track dept and vice versa. The uniform gradually disappeared starting with this transfer of authority. The job eventually went from prestigious to run-of-the-mill. (*Information per Art Huneke: 11/8/07*)

MISCELLANEOUS:

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| LIRR keystone logo with “Long Island” spelled in full: Photograph extant of the new ferryboat “Hempstead,” built in 1906, on her shakedown run, sporting keystone logos on her twin stacks. (Logo first appears on LIRR passes in 1915) | 1906 |
| Last LIRR employee timetable (ETT No. 58) in large, oversize format, usually creased down center to fit in uniform coat pocket | September 8, 1910 |
| First LIRR employee timetable (ETT No. 59) in bound format resembling PRR-style ETTs. | November 3, 1910 |
| LIRR keystone logo with “LIRR” intertwined first appears on LIRR advertisements in the travel magazine “The Open Road” and in the outdoor sports and games magazine “Following the Ball”. (<i>Info and photographic proof courtesy of Art Huneke</i>) | 1917 |
| First LIRR employee timetable (ETT No. 108) in <u>official</u> PRR-style bound format with station listing in front by branch and blank pages in back on which general orders were to be pasted | May 23, 1928 |
| First use of position light signal in lieu of semaphore signal on Long Island was on eastbound track #2, New York Connecting Railroad track and was located on signal bridge 1,620’ east of “H” Interlocking station. | Joint General Order:
NY, NH & HRR G.O. #3
Long Island RR G.O. #108-5
Pennsylvania RR G.O. #706
(Zone A – N.Y. Division)
Eff: 6/25/28 |

First use of position light signals in lieu of semaphore signals ON A LIRR branch was at automatic block signal R143 on track 2 east of Hammel Rock. Beach branch)	G.O. #109-11. Eff: 5/15/29 in ETT #109, Eff: 10/17/28
" <i>Dashing Dan</i> " logo first introduced to the public on The back cover of the LIRR Annual Report (<i>per "Long Island Railroader", Vol. 2, No. 22: 10/24/57</i>)	1956
" <i>Dashing Dan</i> " logo begins being applied to locomotives and passenger cars (<i>per "Long Island Railroader", issue of 2/12/59</i>)	February, 1959
" <i>Dashing Dan</i> " logo appears on Form LI-1 system Timetables	6/21/59

WHITE FLAGS FOR EXTRA TRAINS:

The LIRR Book of Rules of 1926 and the PRR Book of Rules of 1925 both have Rule 21:

"EXTRA TRAINS WILL DISPLAY TWO WHITE FLAGS AND, IN ADDITION TWO WHITE LIGHTS BY NIGHT, IN THE PLACES PROVIDED FOR THAT PURPOSE ON THE FRONT OF THE ENGINE."

The PRR Book of Rules has Rule 21a:

"(DOUBLE, THREE OR MORE TRACKS.) ON PORTIONS OF THE RAILROAD SO SPECIFIED ON THE TIME-TABLE, THE DISPLAY OF WHITE FLAGS AND WHITE LIGHTS, AS PRESCRIBED BY RULE 21, WILL BE OMITTED ON ALL EXTRA TRAINS, EXCEPT PASSENGER EXTRAS."

Added to the LIRR 1926 BoR is a sticker making Rule 21a effective but no date is indicated. The PRR "took over" in 1928 and may have replaced the LIRR book with theirs.

ETT # 3 of June 23, 1935 has Rule 21b:

"DOUBLE, THREE OR MORE TRACKS. ON PORTIONS OF THE RAILROAD SO SPECIFIED ON THE TIMETABLE, THE DISPLAY OF WHITE FLAGS AND WHITE LIGHTS, AS PRESCRIBED BY RULE 21,

WILL BE OMITTED. REGULAR TRAINS MUST BE DESIGNATED BY BOTH SCHEDULE AND ENGINE NUMBER."

They were entirely eliminated in September, 1939. *(Data/research courtesy of Art Huneke)*

REMITTANCES:

Remittance in cash was sent via express messenger. Years back it was most likely the Long Island Express Company. The cash would be placed in a heavy envelope, sealed, and large needle with heavy thread/twine shoved through the cash remittance to keep anyone along the way from sneaking one or two bills out of the batch without cutting the string, and sealing wax melted over the ends of the string and the envelope seal and embossed with the metal wax sealer of the specific station.

This procedure was explained by George G. Ayling, Agent/operator at CI who, back in 1909, started his LIRR career as an express messenger at Brentwood.

EXPRESS SERVICES:

Corwin & Munsell Express	1858 - 1868
United States Express Co.	?
Westcott's Long Island Express	c. 1869 - 1882
Dodd's Express	1882
Long Island Express Co. , created by the LIRR, handled local baggage and express shipments.	1882 - 1913
Adams Express Co. , a nation-wide concern, took over L. I. Express and allowed through-express service to the nation.	1913- July 1, 1918
American Railway Express Co. was created during WWI by the United States Railroad Administration (USRA) which nationalized the express businesses of Adams Express Co, American Express Co.,	July 1, 1918- March/1929

Southern Express Co. and Wells, Fargo & Co.
Express. (Federal administration ended in 1920).

American Railway Express Co. was transferred to March/1929
the **Railway Express Agency (REA)** which was
owned and operated by 86 American railroads.

GENERAL DATA:

GENERAL ORDER #60, EFFECTIVE 5/24/09:

BETHPAGE BRANCH (*Bethpage Jct. to Bethpage Brick Works*) WILL BE
CONSIDERED A SIDING.

GENERAL ORDER: EFFECTIVE 1921:

BETHPAGE AND CREEDMOOR BRANCHES AND CENTRAL EXTENSION "HC" TO
BETHPAGE JCT. WILL BE CONSIDERED SIDINGS.

GENERAL ORDER #111-25C, EFFECTIVE 1/8/30:

MONTAUK BRANCH: END OF DOUBLE TRACK, LOCATED 4,135' EAST OF
SAYVILLE STATION, RELOCATED 3,000' WEST OF FORMER LOCATION
(ACCOUNT MONTAUK HWY. [ROUTE 27] GRADE CROSSING ELIMINATION
PROJECT.)

GENERAL ORDER #111-5B/49C, EFFECTIVE 5/14/30:

MANHATTAN BEACH BRANCH: MAIN TRACK FROM EMMONS LANE TO AVENUE
Z, OUT OF SERVICE

GENERAL ORDER #113-19C, EFFECTIVE 2/16/31:

WEST LEG OF WYE, EASTPORT, OUT OF SERVICE.

GENERAL ORDER #113-30C, EFFECTIVE 4/14/31:

MAIN LINE: LETTER "G" REMOVED FROM ALL AUTOMATIC BLOCK SIGNALS.

GENERAL ORDER #115-18C, EFFECTIVE 2/19/32:

FLUSHING-BRIDGE STREET, COLLEGE POINT, MALBA, WHITESTONE AND
WHITESTONE LANDING STATIONS AND STATION FACILITIES, OUT OF SERVICE.

GENERAL ORDER #117-6C, EFFECTIVE 1/21/33:

STEAM LOCOMOTIVES ARE RESTRICTED FROM USING WYE AT WADING
RIVER.

GENERAL ORDER #401BC, EFFECTIVE 9/15/35:

BRANCH BETWEEN WEST HEMPSTEAD STATION AND "MT" (MINEOLA) REDESIGNATED SIDING.

GENERAL ORDER #1006C, EFFECTIVE 3/29/39:

SINGLE TRACK FROM A POINT 1,550' EAST OF EAST LEG OF WYE, PORT JEFFERSON STATION TO WADING RIVER STATION OUT OF SERVICE.
(Last revenue train was on 10/9/38. DK)

GENERAL ORDER #1002B/1013C, EFFECTIVE 5/3/39:

SAG HARBOR BRANCH OUT OF SERVICE: 5/3/39

ETT #22, EFFECTIVE 6/21/53:

"NORTH SIDE BRANCH" BECOMES "PORT WASHINGTON BRANCH"

GENERAL ORDER #216, EFFECTIVE 10/3/55:

ROCKAWAY BEACH BRANCH OUT OF SERVICE SOUTH OF OZONE PARK AND WEST (GEOGRAPHICALLY) OF FAR ROCKAWAY.

GENERAL ORDER #1-21, EFFECTIVE 12/27/66:

LEAD TRACK FROM EAST END OF JERICHO TURNPIKE OVERGRADE BRIDGE TO CREEDMOOR STATE HOSPITAL, OUT OF SERVICE.

GENERAL ORDER #119, EFFECTIVE 10/1/73:

HAND-OPERATED ELECTRIC LOCKED SWITCH IN NO. 1 TRACK LOCATED 1,800 FEET EAST OF FLORAL PARK LEADING TO CREEDMOOR LEAD TRACK REMOVED FROM SERVICE.

GENERAL ORDER #GN1-48, EFFECTIVE 2/15/83:

TURNTABLE TRACK AT OYSTER BAY OUT OF SERVICE.

MISCELLANEOUS LIRR TRIVIA:

Veteran LIRR engineer Ben Baptist started out as a fireman with the New York Central Railroad and was the fireman of record aboard the famous NYC 4-4-0 locomotive #999 pulling the "Empire State Express" between New York and Chicago's Columbian Exposition in 1893, which, at one point in the trip exceeded a speed of 100 miles-per-hour. #999 was later placed on display at the 1939-40 New York World's Fair in Flushing Meadows. Ben Baptist lived into his 90s.

After the Jamaica Bay trestle fire of May 7-8, 1950, all trains to Rockaway Park via Valley Stream and Far Rockaway were considered as operating along the Far Rockaway branch. *(per Art Huneke)*

Thomas Goodfellow was named General Manager of the LIRR in 1954 and became president of the LIRR from January 1, 1956 until May 28, 1967 *(per Art Huneke and Dave Morrison)*

SECONDARY TRACK----A designated track upon which trains and engines may be operated without timetable authority, train orders or block signals, subject to prescribed signals and rules and special instructions. *(from Rules of the Operating Department 1982 Definitions, courtesy of J. J. Earl)*

**Fairbanks-Morse C-liner #2404 had yellow lettering in the early 1960s. It was the only LIRR diesel so lettered. When I was going to HS in the early 60's, I frequently saw this engine passing by "WIN." It was kind of unique. *(Dick Makse)*

A round sign displaying the letter "B" was hung near the motorman's window of an MU car to denote a train bound for Brooklyn (Flatbush Avenue) that would NOT be making a stop at Jamaica. A similar sign displaying "NY" meant the train was bound for Penn Station and would NOT be making a stop at Jamaica. *(per Mark Smith, LIRR engineer, retired.)*