

THE LONG ISLAND RAIL ROAD  
ALL-TIME STEEL AND COMPOSITE PASSENGER CAR ROSTER NOTES

GENERAL NOTES

Sources:

Robert M. Emery Long Island Rail Road Collection, Special Collections, Stony Brook University Libraries,  
<https://www.stonybrook.edu/commcms/libspecial/collections/manuscripts/emery.php>  
Long Island Rail Road Equipment Tabulation and Diagrams books, various dates.  
The Pullman Project, Thomas C. Madden, <http://www.pullmanproject.com/>  
Car Names Numbers and Consists, Robert J. Wayner, Wayner Publications, 1972

Duplicate car numbers and names:

When “:1”, “:2”, “:3” or “:4” is added to the end of a car number or car name, this denotes the first, second, third or fourth time the number or name has been assigned.

Builder abbreviations:

ACF - American Car and Foundry Company (Berwick PA)  
ACF-W - American Car and Foundry Company (Former Jackson and Sharp Company plant, Wilmington DE)  
BS - Bethlehem Steel Company (Harlan Plant), Wilmington DE  
B&S - The Barney and Smith Car Company, Dayton OH  
BT - Bombardier Transportation, Plattsburgh NY  
Budd - Budd Company, Philadelphia PA (1946-1978)  
Budd-GE - Budd Company/General Electric, Philadelphia PA  
EGB - Edward G Budd Manufacturing Company, Philadelphia PA (To 1946)  
GCM - Gilbert Car Manufacturing Company, Troy NY  
KRC - Kawasaki Rail Car Incorporated, Lincoln NE and Yonkers NY  
OB - Osgood Bradley Car Company, Worcester MA  
PRR - Pennsylvania Railroad Juniata Shops, Altoona PA  
P - The Pullman Company, Chicago IL (1900-1924)  
PCM - Pullman Car & Manufacturing Corporation, Chicago IL (1924-1934)  
PPC - Pullman Palace Car Company, Chicago IL (1867-1900)  
PS - Pullman-Standard Car Manufacturing Company, Chicago IL (1934-1981)  
PSC - Pressed Steel Car Company, Chicago IL  
SSC - Standard Steel Car Company, Butler PA  
TCC - Tokyu Car Corporation, Yokohama, Japan  
WM - Wason Manufacturing Company, Springfield MA

CAR NOTES

- 1-Scrapped by Naporano Iron and Metal Company, Newark NJ (adjacent to the Central Railroad Company of New Jersey's Brills Yard)
- 2-Scrapped by Sarnelli Brothers, Inc at the New York City Transit Authority's Coney Island Yard.
- 3-Scrapped by ? on the Whitestone Lead, Corona.
- 4-Scrapped by ? at Holban Yard.

5-B40 DETAILS

Exterior

Arch-roof locomotive-hauled baggage-express car; no diaphragms; two windows per side; single baggage door in middle of each side; lightweight trucks on cars 641-650 and arch-bar trucks on cars 651-670.

Interior

Single sliding end doors with small windows; steam heat coils along car sides; two kerosene lamps hanging from the ceiling, one on either side of the doors.

Modifications

641 converted to chloride car 497100, 1934-35.

642 converted to chloride car 497101, 1934-35.  
643 converted to chloride car 497102, 1934-35.  
644 converted to chloride car 497103, 1934-35.  
645 converted to chloride car 497104, 1934-35.  
649 converted to brush car 498840, 1934-35.  
650 converted to brush car 498841, 1934-35.  
651 converted to brush car 498844, 1934-35.  
652 converted to snow-scraper car 495745, 1934-35.  
653 converted to snow-scraper car 495746, 1934-35.  
654 converted to snow-scraper car 495772, 1934-35.  
655 converted to brush car 498842, 1934-35.  
656 converted to snow-scraper car 495773, 1934-35.  
657 converted to brush car 498843, 1934-35.  
659 converted to snow-scraper car 495744, 1934-35.  
660 converted to snow-scraper car 495791, 1934-35.  
662 converted to snow-scraper car 495792, 1934-35.  
663 converted to brush car 498845, 1934-35.  
664 converted to snow-scraper car 495793, 1934-35.  
665 converted to brush car 498846, 1934-35.  
667 converted to brush car 498847, 1934-35.

#### Dispositions

658 scrapped at Babylon Yard.

#### General

When these cars were used in express service they were sealed after loading at their western terminal, set out at their respective points and had their seals broken by the agents there. Photographs have shown these cars at various locations in and out of electrified territory in express service. Several of these cars were used to bring back barrels and crates of fish from Montauk, at least as late as 1935. Other uses included mail storage during heavy seasons, bicycle specials and what was known as the "Bean Train" from Greenport in harvest season. By 1932 their usefulness was about over. Many were stored in the Long Island City Passenger Yard.

Most of the B40s were transferred to the Maintenance of Way roster during 1934-35, as indicated in the modifications above. Car 658 was used on the Montauk Fisherman's Special from 1934 to 1941 as the iced-tray car for the fish on the westbound runs. From 1942 to 1946 it was used for additional baggage storage space at Hempstead for Mitchell Field personnel. From 1947 to 1955 it sat unused in the shop at Morris Park, still in faded Tuscan Red with "World's Fair" style Futura lettering. Finally, from 1955 to 1963 it was used as a storage car for the Track Department in Babylon Yard.

### 6-B60B DETAILS

#### Exterior

Balloon-roof locomotive-hauled baggage car; diaphragms; brake wheel on one outside end; no windows; four-wheel trucks.

#### Interior

Wooden floor; pipe-type load dividers suspended from the ceiling; 3'x3'x3' iron safe bolted to the floor.

#### Modifications

Safety chains replaced diaphragms on all cars in 1954-55.

717 rebuilt into a baggage-mail car, class BM60B, in 1953. A 15' RPO section was installed in one end, equipped with a toilet, wash basin and a water cooler. One baggage door per side was replaced with a small RPO door and a window.

7715 renumbered W71 in 1974 and transferred to the Maintenance of Way roster.

7716 converted to a tool and block car and renumbered W60 in 8/1970.

7717 renumbered W56 in 1974? and transferred to the Maintenance of Way roster.

7719 converted to a diesel-powered steam generator car and renumbered W94 in 11/1968.

7721 renumbered W72 in 1974 and transferred to the Maintenance of Way roster.

7737 converted to a wreck train car and renumbered W57 in 3/1966.

#### Modernization

New baggage doors with porthole windows; electric markers; removal of safes; renumbered into 7000s.

## Dispositions

7720 wrecked at Water Mill, 2/1963.

7723 donated to Suffolk County, 12/1974, and moved to the Suffolk County Airport siding at Westhampton.  
Relocated to a siding west of Riverhead in 1979.

7737 donated to Railroad Museum of Long Island, Riverhead, NY.

## General

These cars were used to bring out payrolls and carry back station revenue (ticket sales, express and LCL charges), which was the reason for the safes. The express messenger in charge of the car carried a gun while on duty. Both end and side doors had to be locked when not engaged in loading or unloading. Since the cars had no windows or ventilators, they were extremely hot in the summer. Sawdust usually covered the floor to absorb melted ice from perishables. Car 723 was used as an iced-tray car on Montauk Fisherman's Specials from 1946 to 1950.

## 7-B60C DETAILS

### Exterior

Clerestory-roof locomotive-hauled baggage car; no diaphragms; four-wheel trucks.

### Modernization

RPO section and diaphragms removed; electric markers installed.

### General

7756 ex-Boston & Maine 3110

7757 ex-Boston & Maine 3112

7758 ex-Boston & Maine 3114

Built for the Boston & Maine as a baggage-mail car equipped with diaphragms. Purchased 5/1959 and not put into service until after modernization, during which they were repainted, relettered and renumbered.

## 8-B60D DETAILS

### Exterior

Arch-roof locomotive-hauled baggage car; no diaphragms; four-wheel trucks.

### Modernization

RPO section and diaphragms removed; electric markers installed.

### General

7754 ex-Boston & Maine 3116

7755 ex-Boston & Maine 3121

Built for the Boston & Maine as a baggage-mail car equipped with diaphragms. Purchased 5/1959 and not put into service until after modernization, during which they were repainted, relettered and renumbered.

## 9-B62 DETAILS

### Exterior

Clerestory-roof locomotive-hauled baggage car; no diaphragms; four windows with bars across them per side; one double and one single sliding baggage door per side.

### Interior

Wooden floor with steel plates by the doors; steam heating coils along the sides.

### General

None of the B62s was ever painted in the gray paint scheme.

## 10-B70 DETAILS

### Exterior

Clerestory-roof locomotive-hauled baggage-express car; diaphragms; six-wheel trucks.

### Modernization

Diaphragms removed and electric markers installed.

### General

Ex-Western Maryland 186, purchased 5/1958. Used by the Railway Express Agency and also for mail storage.

## 11-BM60 DETAILS

### Exterior

Balloon-roof locomotive-hauled baggage-mail car; diaphragms; one baggage and one RPO door per side; two RPO windows per side; brake wheel on one outside end; four-wheel trucks; multiple-unit jumpers.

### Interior

45' baggage section; 15' RPO section equipped with a toilet, water cooler, wash basin and electric heaters.

### Modifications

Safety chains replaced diaphragms 1954-55.

738 rebuilt into a baggage car, class B60, during modernization by removing the RPO section, partition and multiple-unit jumpers.

7737 converted to a wreck train car and renumbered W57, 4/1966. Donated to Railroad Museum of Long Island, Riverhead, NY, 19??

7738 renumbered W74 and transferred to the Maintenance of Way roster 1974.

### Modernization

New baggage doors with porthole windows; electric markers; renumbered into the 7000s.

### General

The BM60s had multiple-unit jumpers for electric heat in the RPO section when being hauled by multiple-unit cars between Jamaica and New York.

## 12-BM60C DETAILS

### Exterior

Clerestory-roof locomotive-hauled baggage-mail car; no diaphragms; four-wheel trucks.

### Modernization

Diaphragms removed; electric markers installed.

### General

7751 ex-Boston & Maine 3134

7752 ex-Boston & Maine 3137

Purchased 6/1958 and not put into service until after modernization, during which they were repainted, relettered and renumbered.

## 13-BM60D DETAILS

### Exterior

Arch-roof locomotive-hauled baggage-mail car; no diaphragms; six-wheel trucks.

### Modernization

Diaphragms removed; electric markers installed.

### General

7753 ex-Boston & Maine 3118

Purchased 5/1959 and not put into service until after modernization, during which it was repainted, relettered and renumbered.

## 14-BM62 DETAILS

### Exterior

Clerestory-roof locomotive-hauled baggage-mail car; one baggage and one RPO door per side; four RPO windows per side; porthole windows in end sheets; no diaphragms; four-wheel trucks; multiple-unit jumpers on cars 739-741.

### Interior

29' baggage section; 30' RPO section equipped with a toilet, water cooler and wash basin; 3' section on the RPO end of the car containing two windows and a hand brake; electric heating on cars 739-741, in addition to the steam heating.

### Modifications

739 rebuilt into a baggage car, class B62, in 1953. The RPO section, partition and multiple-unit jumpers were removed, the RPO windows were blanked and the RPO doors were replaced with baggage doors.

740 rebuilt into a baggage car, class B62, during modernization. The RPO section, partition and multiple-unit jumpers were removed, the RPO windows were blanked, the RPO doors were replaced with baggage doors with porthole windows, electric markers were added and renumbered into the 7000s.

742 had its RPO section shortened 15' in 1954. Three out of four windows per side were blanked and multiple-unit jumpers and electric heating were installed.

743 modernized by adding multiple-unit jumpers, electric heating, electric markers and renumbering into the 7000s. A small undercar diesel engine was added to furnish heating and lighting in the RPO section when being hauled by the RDCs between Babylon and Patchogue.

### General

The multiple-unit jumpers on cars 739-741 were for electric heating in the RPO section when being hauled by multiple-unit cars.

## 15-BM62A/BM62B DETAILS

### Exterior

Clerestory-roof locomotive-hauled baggage-mail car; one baggage and one RPO door per side; three RPO windows per side; porthole windows in end sheets; no diaphragms on the BM62As; diaphragms on the BM62Bs; four-wheel trucks.

### Interior

29' baggage section; 30' RPO section equipped with a toilet, water cooler and wash basin; 3' section on the RPO end of the car containing two windows and a hand brake.

### Modifications

Safety chains replaced diaphragms on the BM62Bs in 1955.

744 had its RPO section shortened 15' in 1944 with two out of three RPO windows per side being blanked. 746, 747 had their RPO sections shortened 15' in 1946 with two out of three RPO windows per side being blanked.

748, 749 had their RPO sections shortened 15' in 1947 with two out of three RPO windows per side being blanked.

### General

749 was the last car in Tuscan Red paint.

## 16-BUSINESS CAR DETAILS

### Exterior

Lightweight, stainless-steel, locomotive-hauled, flat-end observation car; telephone antenna on roof; streamline four-wheel trucks.

### Interior

30-seat, 5 double bedroom-buffet-lounge-observation; steam heat; electro-mechanical air conditioning.

### Modifications

Converted into a club car and renamed Morris Park, 8/1980 to 5/1981, for use on the summer-only Greenport train. Steam heat and electro-mechanical air conditioning converted to all electric; 480 volt jumpers added; power supplied by either a power unit, bar-generator or under car diesel generator; stainless steel fluting replaced with smooth sheet steel; end windows blanked out.

### Disposition

Donated to Blue Ridge Rail Restoration, Roanoke, VA, 1-2/1996.

### General

Originally operated by Pullman as Chesapeake & Ohio 2502-Tidewater Club. Renamed Nappanee 3/2/1951. Sold to Baltimore & Ohio 7/19/1951, renumbered 7500 and leased to Pullman until withdrawn from lease, 3/2/1968. Sold to Long Island 8/5/1968 in exchange for RDC2 3121 and used in parlor car service. Damaged in a collision at Greenport on 8/9/1978 and temporarily withdrawn from service. Renamed Morris Park (Date?)

## 17-BUSINESS CAR DETAILS

### Exterior

Clerestory-roof locomotive-hauled business car; open-end observation platform; six-wheel trucks; diaphragm; single headlights mounted under the observation platform.

### Interior

30-seat business car; steam heat; ice air conditioning.

### Disposition

Donated 7/14/1978 to the Long Island-Sunrise Trail Chapter of the National Railway Historical Society, Babylon, NY. Leased and moved to the Black River & Western RR, Ringoes, NJ for restoration where it was renumbered 100. Sold to current owner Porter C Collins in 1983: to Winchester & Western Railroad (VA) 1983; to West Jersey Railroad (Salem, NJ) 1991; to Cuyahoga Valley Scenic Railroad (Cleveland, OH) 1994; to Wheeling & Lake Erie Railway (Brewster, OH) 1996; to Ohi-Rail Corp (Minerva, OH) 1997. Acquired by William S Carney in 2008. Still stored at Minerva, OH in September 2014. Currently operational.

### General

Originally Nevada Northern 100:2, it was built to Pullman Plan 2895, Lot 4378 for \$26,039.80. It was operated for the use of Solomon R Guggenheim, President of the Nevada Northern Rwy and its home was on the east coast, in Hackensack NJ. Sold to the Delaware, Lackawanna & Western in 1935, where it was renamed Anthracite. It was renamed Scranton sometime before 8/7/1937. Renumbered 3 sometime between 3/1947 and 1/1951. Renumbered 97 by 1/1954 and assigned to the General Superintendent. It was relettered Erie-

Lackawanna shortly after the 10/17/1960 merger with the Erie. Purchased 10/25/1962 and repainted, relettered and renumbered Long Island in 5/1963. Used as a lounge-observation car on parlor car trains from 6/1963 to 9/1968. Also used on annual inspection trains from 1963 to 1970. Renumbered W99 and transferred to the Maintenance of Way roster in 1970. Renumbered 99:2 and renamed Jamaica:2 in 3/1971. Last used c1975.

#### 18-BUSINESS CAR DETAILS

##### Exterior

Lightweight, stainless-steel, locomotive-hauled, flat-end observation car; telephone antenna on roof; diaphragm; streamline four-wheel trucks.

##### Interior

56-seat tavern-lounge-observation; no vestibule or toilet; steam heat; electro-mechanical air conditioning.

##### Disposition

Sold to Dennis Brawn/Tom McOwen/Robert Sarr/William F. Sprague, Cincinnati, OH, 5/1976. Leased to Railway Exposition Co., Cincinnati, OH.

##### General

Ex-Florida East Coast Lake Okeechobee. Purchased 1/1969 and operated in its FEC paint scheme until being repainted, relettered and renumbered Long Island 6/9/1971. The diaphragm was removed during repainting. Used as a lounge-observation car on parlor car trains.

#### 19-C1 DETAILS

##### Exterior

Stainless steel, bi-level locomotive-hauled coach; semi-permanently coupled in pairs with a drawbar between; no cab; diaphragms; single sliding side doors; N2A automatic couplers on the ends of each pair; 480v heating/lighting/air conditioning system.

##### Interior

180-190 seat coach; vinyl flooring; 2/3 non-reversible vinyl seating in various color patterns (color(s)); one toilet per pair (?); no vestibules; hinged end doors; fluorescent lighting; air conditioned; public address system; door close warning bell.

##### Dispositions

Sold 1999 to Mid Atlantic Rail Car Co, Stewartstown PA. Stored in Torrington, CT in 2004.

Resold 2007 to Iowa Pacific Holdings LLC, Chicago IL, and assigned to San Luis & Rio Grande RR roster.

Iowa Pacific renumbered the cars and assigned them as follows:

<u>Old Number</u>	<u>New Number*</u>	<u>Assigned to</u>
3001	3001A	
3002	3001B	
3003	3003A	Saratoga and North Creek Rwy, North Creek NY
3004	3003B	Saratoga and North Creek Rwy, North Creek NY
3005	3005A	Saratoga and North Creek Rwy, North Creek NY
3006	3005B	Saratoga and North Creek Rwy, North Creek NY
3007	3007A	Cape Cod Central RR, Hyannis MA
3008	3007B	Cape Cod Central RR, Hyannis MA
3009	3009A	Rio Grande Scenic RR, Alamosa CO
3010	3009B	Rio Grande Scenic RR, Alamosa CO

\*This renumbering needs confirmation

##### General

These cars were an experiment in new car technologies for a future order to replace all of the 1955-56 Pullman-Standard cars. Commonwealth Engineering (Comeng), Budd's Australian licensee, did the design work on these cars. Comeng later sold the design to Mitsui who contracted with Tokyu Car Company to build them. They were ordered on October 7, 1988 at an estimated cost of \$22.4 million. There was no existing equipment (locomotives or power cars) to provide the 480v (?) required for these cars. Two METRA (Chicago) E8As (516 and 521) were leased to operate with them. After several months of testing, the C1s with the METRA E8As entered passenger service on 8/19/1991 on Port Jefferson-Hunterspoint Avenue trains #603 and #660. This was also the day Hurricane Bob passed through the New York metropolitan area. During the summer of 1991, retired FA2 #608 was converted into a power car and renumbered 3100, to supply the 480v (?) necessary to power the C1s. At the same time, GP38-2s 251 and 269 had their standard couplers replaced with N2A automatic couplers to haul the C1s and the power car. Less than two weeks later, the GP38-2s and

power car took over and the METRA E8As were then returned to Chicago. When the ex-Metro North FL9s 300-302 arrived, they replaced the two GP38-2s and power car.

## 20-C3 DETAILS

### Exterior

Stainless steel, bi-level locomotive-hauled coach (4001-4134) and cab coach (5001-5023); 85' car length; 9'10½" car width; 14'5½" car height; 145,284 lbs. car weight (4001-4087 odd numbers only); 142,197 lbs. car weight (4002-4134 even numbers only); 149,693 lbs. car weight (5001-5023); diaphragms; single-leaf side doors; light-emitting-diode side destination signs; lightweight welded frame trucks; radius arm primary suspension with coil springs; air spring secondary suspension; AAR Type-H couplers; 26-C type microprocessor-controlled brake system; roof-mounted air conditioning units.

### Interior

137 seat (4001-4087 odd numbers only and 5001-5023) and 143 seat (4002-4134 even numbers only) coach; 2/2 two-tone blue non-reversible vinyl seating with head rests; side cantilevered seats; one accessible toilet (4001-4087 odd numbers only and 5001-5023); no vestibules; engineer's compartment on "F" end (5001-5023 only); hinged end doors and storm door (F end); fluorescent lighting; 3 phase 480 VAC electric system supplied from locomotive; baggage racks; fixed coat hooks; skid resistant floor material; air conditioned; automated announcements and light-emitting-diode displays; door close warning chime; emergency intercom system that allows riders to speak directly with train personnel; pay telephone located in wheelchair area opposite toilet.

### General

These cars completely replaced the 1955-6 and 1963 Pullman-Standard push-pull fleet.

### Modifications

Pay telephones removed by 2001? except for 4007.

4051, 4055, 4061, 4067 and 4071 modified for Hamptons Reserve service in 2000? Eight seats removed from the intermediate level on the west end to provide space for a bar area. Four seats removed from the center of the lower level on the north side to provide space for luggage shelves. Seating capacity reduced to 125. Two seats next to cab removed in 2018 to provide space for equipment installed to support the operation of Positive Train Control (PTC), reducing capacity to 135. During 2018-19, interior video surveillance cameras were installed, ? to a car.

### Dispositions

4011 damaged in Sheridan Car Shop at Morris Park, 2000 (?). Shipped to Kawasaki, Yonkers, NY, 3/10/2005 for repairs.

## 21-LP70A DETAILS

### Exterior

Clerestory-roof locomotive-hauled club car; diaphragms; porthole windows in end sheets; end gates.

### Interior

? seat club car; wicker chairs facing the aisle; window screens in summer; two flush toilets; water cooler; hinged end doors; water raising system.

### Modifications

Converted to a 91-seat coach, class P70L, in 1917 by removing the wicker chairs and installing 2/2 plush seating. The car name was removed at this time also. Plush seating replaced with vinyl seating in 1951. Safety chains replaced the diaphragms and electric markers were installed in 1955. Renumbered 815:2 in 5/1961.

## 22-M1 DETAILS

### Exterior

Lightweight, stainless steel, multiple-unit control motor coach with fiberglass cab ends; 85' car length; 10'8" car width; 12'10" car height; 90,750 lbs. car weight (odd numbers only); 93,520 lbs. car weight (even numbers only); semi-permanently coupled in pairs; dual headlights and taillights; diaphragm on "B" end; lightweight trucks; double sliding side doors; color-coded destination signs on front above engineer's window and side; passenger-operated door open button next to each door set.

### Interior

120 seat (odd numbers only) and 124 seat (even numbers only) coach; tile floor (odd numbers only) and carpeted floor (even numbers only); 2/3 non-reversible vinyl seating in various color patterns; one toilet (odd numbers only); no vestibules; engineer's compartment on "F" end; hinged end door (B end) and storm door (F end); fluorescent lighting; eight incandescent lights turn on when power to fluorescent lights is removed; air

conditioned; public address system; door close warning bell; passenger-operated door open button on windscreen.

### Modifications

Destination signs removed about 1972 from all cars, glass eventually replaced with stainless steel blanks. Passenger-operated door open buttons removed about 1975. Tile floors in smoking cars and carpeting in non-smoking cars replaced with vinyl flooring in 1970s. Large vertical grab iron added to left of storm door on front ends, 2/1978 to 4/1978. Door close warning bell replaced with alarm-type warning sound in 1980s (?). All seats replaced with dark blue and burgundy seats in 1980s (?). "Egg crate" style light diffusers in doorways replaced with M3-style translucent plastic diffusers, early 1990s(?). 4 seats removed and 1 flip-down seat installed (even numbers only) on either side of the vestibule at the "B" end of the car for wheelchair use and wheelchair ramp storage locker, reducing seating capacity by 3, 1990s (?). FRA-mandated additional headlight added above storm door 1997-98. During 1999-2000, 132 cars were rebuilt under the Component Replacement Program. These cars received new trucks, new wheels, new or rebuilt traction motors, completely new computer controlled "Main [propulsion] Group", rebuilt and retrofitted "KM" propulsion group, rebuilt and retrofitted "Field Shunt" contactors, Converter/Inverter retrofit replaced Motor Alternator, US&S "Microcab" ATC package retrofit, rebuilt A/C units and new evaporator coil/overhead heat coil assembly, bathroom retrofit, new battery set, new air compressor, new door operator panels, and a host of other smaller rebuilds and modifications. These cars were:

| <u>Car</u> |
|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 9013       | 9198       | 9313       | 9436       | 9509       | 9581       | 9657       | 9689       | 9723       |
| 9014       | 9209       | 9314       | 9449       | 9510       | 9582       | 9658       | 9690       | 9724       |
| 9021       | 9210       | 9331       | 9450       | 9513       | 9607       | 9659       | 9691       | 9755       |
| 9022       | 9241       | 9332       | 9451       | 9514       | 9608       | 9660       | 9692       | 9756       |
| 9037       | 9242       | 9371       | 9452       | 9523       | 9609       | 9661       | 9697       |            |
| 9038       | 9253       | 9372       | 9457       | 9524       | 9610       | 9662       | 9698       |            |
| 9075       | 9254       | 9377       | 9458       | 9529       | 9611       | 9663       | 9699       |            |
| 9076       | 9261       | 9378       | 9469       | 9530       | 9612       | 9664       | 9700       |            |
| 9107       | 9262       | 9397       | 9470       | 9531       | 9625       | 9669       | 9703       |            |
| 9108       | 9275       | 9398       | 9471       | 9532       | 9626       | 9670       | 9704       |            |
| 9161       | 9276       | 9400       | 9472       | 9533       | 9633       | 9671       | 9709       |            |
| 9162       | 9291       | 9405       | 9483       | 9534       | 9634       | 9672       | 9710       |            |
| 9181       | 9292       | 9406       | 9484       | 9555       | 9639       | 9677       | 9715       |            |
| 9182       | 9299       | 9431       | 9502       | 9556       | 9640       | 9678       | 9716       |            |
| 9187       | 9309       | 9432       | 9503       | 9561       | 9641       | 9679       | 9721       |            |
| 9197       | 9310       | 9435       | 9504       | 9562       | 9642       | 9680       | 9722       |            |

### Dispositions

9001 and 9002 out of service 12/28/2004 and stored in Morris Park for possible preservation. They were scrapped instead, 2015?

9043 destroyed by fire, 5/19/1976.

9074 destroyed by fire, 1977.

9175:1 and 9176:1 destroyed by fire, 6/29/1970, at Johnson Avenue Yard.

9243-9244 destroyed by fire.

9327 destroyed by fire, 1988, in West Side Yard.

9328 renumbered 9366:2, 6/1994.

9379-9380 destroyed by fire, 1971.

9048, 9058, 9193-94, 9272, 9359, 9481, 9592, 9717, 9726 out of service, stored at Calverton, until 8/15/2002, when they were disposed of.

9366 wrecked when hit by train #657 after it struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington station and derailed, 8/25/1988.

9401 damaged by a fire in the cab, 12/15/2000. Converted into combination alcohol/sandite spray car and renumbered E-401, 8/2001.

9547-9548 donated to Railroad Museum of Long Island, Riverhead, NY.

9591 damaged in an accident with a work train, 5/17/2001. Converted into combination alcohol/sandite spray car and renumbered E-591, 8/2001.

9625 wrecked in the derailment of train #112 at Babylon, 8/24/1984, and cut up on the spot.

General

The even numbered cars were designated “A” units and were always the non-smoking car while the odd numbered cars were designated “B” units and were the smoking cars; the “A” unit is always on the east end of the pair. Cars 9175:2 and 9176:2 were ordered as replacements for the two that were destroyed by fire.

23-M3 DETAILS

Exterior

Lightweight, stainless steel, multiple-unit control motor coach with fiberglass cab ends; semi-permanently coupled in pairs; dual headlights and taillights; diaphragm on “B” end; lightweight trucks; double sliding side doors; one window on each side replaced with an intake air filter for cooling system; color-coded destination sign on front above engineer’s window.

Interior

114 seat (odd numbers only) and 120 seat (even numbers only) coach; 2/3 dark blue and burgundy non-reversible vinyl seating; one toilet (odd numbers only); no vestibules; engineer’s compartment on “F” end; hinged end door (B end) and storm door (F end); fluorescent lighting; six fluorescent fixtures remain lit when power is removed; air conditioned; public address system; door close warning alarm; two seats on either side of the vestibule at the “B” end flip up for wheelchair use (odd numbers only); space for two wheelchairs on either side of the vestibule at the “B” end (even numbers only).

Modifications

Destination signs never used and were removed from all cars soon after their delivery. FRA-mandated additional headlight added above storm door 1997-98. 9893-4 received a new interior during the summer and fall of 2004 as a test; gray speckled vinyl flooring with blue studded flooring in vestibules, light blue speckled lower wall panels and arm rests, white speckled upper wall panels, light violet wall panels around vestibules and car ends and blue and red vinyl seats; outshopped in 1/2005 (?). The following cars were equipped with Positive Train Control equipment in 2019-2020 and had five seats (two rows) removed from the east end of the west car, opposite the lavatory:

<u>Car</u>	<u>Car</u>
9789-90	9885-86
9803-04	9897-98
9807-08	9903-04
9815-16	9909-10
9817-18	9911-12
9829-30	9913-14
9839-40	9915-16
9849-50	9919-20
9873-74	9921-22
9879-80	9927-28
9935-36	9939-40
9883-84	9943-44

These cars received additional antenna equipment on the roof, also on the east end of the west car.

Dispositions

9775 converted to alcohol/sandite spray car 2018 and renumbered E775.

9795-6 damaged in the derailment of train #98 in Brook Interlocking just east of Flatbush Avenue, 11/2/1989.

Stored at Morris Park (?) until 1997 when they were scrapped.

9932 converted to alcohol/sandite spray car 2018 and renumbered E932

General

The odd numbered car is always on the west end of the pair. Cars 9891 and 9892 were renumbered in 12/1994.

24-M7 DETAILS

Exterior

Stainless steel, multiple-unit control motor coach; 85’ car length; 10’6” car width; 12’11½” car height; semi-permanently coupled in pairs; triple headlights and dual taillights; diaphragm on “B” end; pantograph gates on car ends; outboard-bearing bolsterless fabricated trucks; single-leaf side doors; light-emitting-diode side destination signs; public address speakers; roof-mounted air conditioning units; three different antennas on roof for radio communication, data link and global positioning system.

### Interior

101 seat (odd numbered cars) and 110 seat (even numbered cars) coach; vinyl flooring; 2/3 two-tone blue non-reversible vinyl seating with head rests; three seats flip down (odd numbered cars) or four seats flip down (even numbered cars) for wheelchair use; one accessible toilet (odd numbered cars); no vestibules; full-width engineer's compartment on "F" end with cab door that can be closed to form a smaller cab; hinged end door (B end), engineer's compartment door and storm door (F end); fluorescent lighting; lighting remains lit when power is removed; air conditioned; baggage racks; flip-down coat hooks; automated announcements and light-emitting-diode displays; door close warning chime; earliest cars delivered (up to 7017?) with one pay telephone installed in wheelchair area next to east vestibule (odd numbered cars); later cars (up to 7157?) delivered with provision for pay telephone.

### Modifications

Pay telephones removed within the first year of service. Yaw dampers added to trucks to prevent excess swaying. The yaw dampers were part of the original design but were deleted before construction started. The first hundred or so cars delivered had them installed after a year or so of service. Later cars were built with them already installed. Threshold plates and loop steps replaced by Bombardier 2008-9 at the Arch Street Shops in Long Island City. The replacement threshold plates are 2 inches wider than the originals. This was done to reduce the gap between the cars and the platform edges of high-level platforms. During 2018-19, interior video surveillance cameras were installed, eight to a car. Also during 2018-19, additional antennas and equipment were installed to support the operation of Positive Train Control (PTC).

### General

The odd numbered car is always on the west end of the pair. These cars completely replaced the M1 electric car fleet.

### Dispositions

7425-6 damaged (wrecked?) in grade crossing collision at School Street, Westbury, 2/26/2019.

## 24A-M9 DETAILS

### Exterior

Stainless steel, multiple-unit control motor coach; 85' car length; 10'6" car width; 12'11½" car height; semi-permanently coupled in pairs; triple headlights and dual taillights; diaphragm on "B" end; pantograph gates on car ends; outboard-bearing bolsterless fabricated trucks; single-leaf side doors; light-emitting-diode front and side destination signs; public address speakers; roof-mounted air conditioning units; multiple antennas on roof for radio communication, data link, global positioning system and Positive Train Control.

### Interior

101 seat (odd numbered cars) and 110 seat (even numbered cars) coach; vinyl flooring; 2/3 two-tone blue non-reversible vinyl seating with head rests; three seats flip down (odd numbered cars) or four seats flip down (even numbered cars) for wheelchair use; one accessible toilet (odd numbered cars); no vestibules; full-width engineer's compartment on "F" end with cab door that can be closed to form a smaller cab; push-button controlled sliding end door (B end), engineer's compartment door and storm door (F end); fluorescent lighting; lighting remains lit when power is removed; air conditioned; baggage racks; flip-down coat hooks; automated announcements and light-emitting-diode displays; door close warning chime.

## 24B-MB45 DETAILS

### Exterior

Composite steel frame/wood body clerestory-roof multiple-unit control motor baggage car; 52'8" car length; 9'11" car width; 13'0" car height; four windows with bars across them (?) per side; one single-sliding (?) baggage door per side; MCB couplers; standard air hoses; square windows in end sheets and storm doors; two Westinghouse Model 113 traction motors per car; small round headlights; marker lights.

### Interior

Wooden floors with steel plates next to the doors(?); engineer's cabs; electric heating along sides?

### General

These cars were used between Brooklyn and Jamaica. Unlike the MP41 cars, these had MCB couplers to tow locomotive-hauled baggage cars.

## 25-MB62 DETAILS

### Exterior

Clerestory-roof multiple-unit control motor baggage car; 64'5¼" car length; 9'11½" car width; 13'0" car height; 76,444 lbs. car weight; four windows with bars across them per side; one double-sliding and one

single-sliding baggage door per side; porthole windows in end sheets; square windows in storm doors; safety chains; large brass whistles; four 225 hp Westinghouse Model 308 traction motors per car; large single headlight on ends of roof.

#### Interior

Wooden floors with steel plates next to the doors; engineer's cabs; electric heating along sides.

#### Modifications

1209, 1210 converted to baggage-mail cars, class MBM62, in 8/1925. RPO section installed in one third of car, separate side for the engineer's cab on the RPO end added and two traction motors removed.

1211-1214 had two traction motors removed 12/1925 and reclassified MB62A.

1217-1219 converted to locomotive-hauled cars, class B62A, about 1928 by removing head end controls, headlights, traction motors, markers, electric heating and wiring and installing steam heat.

1205-1216 reclassified MB62c, MB62Ac and MBM62c as automatic speed control equipment was installed in 1951.

#### Modernization

New baggage doors with porthole windows and new marker lights installed; renumbered into the 4000s.

#### Dispositions

4209 used at Dunton multiple-unit Shop as a switcher from 7/1965 to 7/1969. Used as a parts storage car at Dunton from 7/1969 to 1/1971. Donated to Suffolk County and moved to the Suffolk County Airport siding at Westhampton in 12/1974. Relocated to a siding west of Riverhead in 1979.

4210 used as a shop switcher at Dunton from 7/1965 to 7/1969.

4215 used as a parts storage car at Dunton from 7/1965 to 1/29/1971. Relocated to Carleton Avenue Yard on 2/1/1971.

#### General

Until about 1934 these cars also carried their numbers on the front ends below the windows.

### 26-MP41 DETAILS

#### Exterior

Clerestory-roof multiple-unit control motor coach; 51'4" car length; 8'8" car width; 12'1½" car height; 82,138 lbs. car weight; Van Horn couplers; standard air hoses; square windows in end sheets and storm doors; crank-operated manual side doors; safety chains; safety pantograph gates; two Westinghouse Model 113 traction motors per car; small round headlights; marker lights.

#### Interior

52-seat coach; "El car"-type non-reversible rattan seating (longitudinal and transverse); grooved wooden floors; standee straps; double sliding end doors; bare bulb lighting on ceiling.

#### Modifications

Van Horn couplers replaced by rapid transit type couplers. Large headlights replaced small ones on about 30 cars in the 1920s. Marker lights removed from most cars after 11/27/1932 discontinuation of marker light use. Pneumatic doors replaced manual doors on 1100 and 1101 about 1933. These cars were used on Mitchell Field shuttle from 1934 to 1950.

#### Dispositions

1000 wrecked at Rockaway Park and scrapped.

1040 converted to tool and block car 489527 in 1929.

1056 was used as a crew car at World's Fair 1939-40.

1065, 1098 and 1102 wrecked at Woodhaven, 5/21/1927.

### 27-MP54/MP54A DETAILS

#### Exterior

Clerestory-roof multiple-unit control motor coach; porthole windows in end sheets; square windows in storm doors; automatic air hose couplers; crank-operated manual side doors; safety chains; small round (rapid transit elevated car style) headlights; marker lights; two motors; large brass whistles.

#### Interior

72-seat (average) coach; 2/2 reversible rattan seats; one toilet; double sliding end doors; no baggage racks.

#### Modifications

Pneumatic doors replaced manual doors about 1923. Large headlights replaced small ones starting about 1925. Various seating arrangements were made by removing toilets and adding side seats at random during the 1930s, some resulting arrangements seating 86. Marker lights, or indication lights as the railroad referred to

them, were either removed entirely or changed to red-only tail lights by blanking out the other three colors, after 11/27/1932 discontinuation of marker light use. Marker lights remained on some cars as tail lights well into the 1940s.

1406, 1411, 1415, 1452, 1453, 1459, 1464, 1478, 1480, 1483, 1484, 1490, 1497, 1501, 1506, 1510, 1520, 1526, 1532, 1547, 1552-1554, 1559, 1560, 1562, 1567, 1569, 1573, 1575, 1576, 1578, 1580, 1582, 1583, 1595, 1597, 1614, 1618-1621, 1626, 1630, 1633, 1635, 1636, 1638, 1640, 1643, 1645, 1648, 1653, 1655, 1656, 1659, 1664, 1667-1669 and 1675 converted to blind motors, class MP54AT, in 1951 by removing head end controls and sealing headlights.

1421, 1422, 1428, 1429, 1433, 1434, 1437, 1439, and 1450 converted to blind motors, class MP54T, in 1951 by removing head end controls and sealing headlights.

1528, 1542, 1548, 1557, 1579, 1584, 1601, 1603, 1623, 1625, 1629, 1649, 1671 and 1672 converted to blind motors, class MP54AT, in 1951 by removing head end controls and sealing headlights on one end only. One set of controls remained intact for yard switching only.

1631, 1632, 1634, 1641, 1651, 1661, 1662, 1665 and 1666 reclassified MP54Ac as automatic speed control apparatus was installed in 1951.

1677 used as a coach until 6/9/1924. Converted to a control trailer club car, class CT54A, and named Rockaway, in 6/1924, by removing motors and coach seating and installing 44 wicker chairs facing the aisle, one additional toilet, electric clocks on the end walls and a water cooler. Hinged end doors replaced double sliding doors. Pneumatic doors replaced manual doors about 1933. Rockaway name removed 9/1942 and numbers reapplied to car sides. Reclassified CT54Ac when automatic speed control apparatus was installed in 1951. Third rail shoe equipped trucks replaced by Pennsylvania suburban trucks without shoe beams and pickups and leather seats replaced wicker, about 1955. Operated Monday to Saturday from Far Rockaway to New York via Valley Stream in the AM rush and back to Far Rockaway in the PM. It operated on the west end of the train.

#### General

All cars that didn't receive automatic speed control apparatus in 1951 were reclassified either MP54T or MP54AT regardless of whether a car was actually converted into a blind motor or not and was then prohibited from the ends of trains. After the 11/22/1950 Kew Gardens wreck, cars with thin collision posts, including cars 1401-1636, were restricted from the ends of multiple-unit trains also. In 3/1951 the Long Island decided to separate these cars into a new series numbered in the 1000s. Cars 1423, 1543, 1544, 1591, 1602, 1604, 1611, 1617, 1627, 1628, 1640 and 1663 were converted into blind motors, class MP54T, by removing head end controls and headlights and renumbered into this 1000 series. However, after these twelve cars were done all subsequent conversions kept their original numbers.

1595 first car painted in the light gray Tichy scheme, 11/1/1949.

1668 last MP54A in service.

#### Dispositions

1409 in collision of two New York-bound equipment trains just east of Harold tower, 12/22/1949.

1422 donated to Suffolk County and moved to Suffolk County Airport siding 12/1974. Relocated to Riverhead 1979.

1445 had its motors and trucks removed about 1949, carbody moved to Bay Ridge engine house area and used as a bunk car for New Haven train and engine crews. Body scrapped 1958.

1482 wrecked in head-on collision at Rockville Centre, 2/17/1950.

1516 (Train #780) and 1523 (Train #174) wrecked in rear-end collision east of Kew Gardens station in Richmond Hill, 11/22/1950.

1525 and 1526 involved in a wreck at College Point, 9/22/1913.

1632 stored until 3/22/1976. Repainted Tuscan Red and used on Heritage Train, 5/1976 to 9/1976.

1677 donated to Suffolk County and moved to Suffolk County Airport siding 12/1974. Relocated to Riverhead 1979 (?).

#### MP54A DETAILS (1778-1783 only)

##### Exterior

Clerestory-roof multiple-unit control motor coach; porthole windows in end sheets; heavy trucks; safety chains; pneumatic doors (an LIRR modification from manual upon arrival on the property).

##### Interior

68-seat coach; 2/2 reversible rattan seats; hinged end doors; one toilet; clustered lights on ceiling.

### General

Purchased from the Pennsylvania, 2/1923. These cars had been used on Penn Station-Manhattan Transfer shuttles from 1912 to 1923. These cars were prohibited from the ends of trains after 12/1950.

1778 ex-Pennsylvania 202

1779 ex-Pennsylvania 204

1780 ex-Pennsylvania 206

1781 ex-Pennsylvania 203

1782 ex-Pennsylvania 205

1783 ex-Pennsylvania 201

### 28-MP54A1 DETAILS

#### Exterior

Clerestory-roof multiple-unit control motor coach; large headlights; safety chains; porthole windows in end sheets; large square windows in storm doors; one heavy roller bearing truck and one light Pennsylvania suburban type truck.

#### Interior

72-seat coach; 2/2 reversible rattan seats; six ceiling lights with glass shades; no toilets or baggage racks; single sliding end doors; baseboard and underseat heating.

#### Modifications

A few cars had their one light truck replaced with a heavy roller bearing truck. Reclassified MP54A1c as automatic speed control apparatus was installed in 1951.

#### Modernization

2/3 vinyl seating for 89; recessed lighting; one toilet installed; underseat heating removed; baggage racks installed; renumbered into 4000s. Some cars received new side and storm doors with porthole windows.

#### General

After ordering hundreds of arch-roof cars it is surprising to see this order with clerestory roofs again. Apparently, when these cars were built in 1930, another 15 were built for the West Jersey & Seashore RR; both of these orders are very similar. It may have been a 60 car order for Pennsylvania-controlled lines. 1150 last MP54A1 in Tuscan Red, 4/1953.

#### Dispositions

1165 wrecked in collision at West Hempstead, 12/1964.

1173 wrecked in yard accident at Jamaica.

4137 donated to New England Electric Railway Historical Society, Kennebunkport, ME, 3/27/1972.

4149 donated to Central New York Chapter, National Railway Historical Society, Marcellus, NY, 6/1975 and renumbered back to 1149. On display at New York State Fairgrounds.

4153 last MP54A1c in service. Donated to Connecticut Electric Railway Association, Warehouse Point, CT, 1/12/1972.

### 29-MP54B/MP54C DETAILS

#### Exterior

Arch-roof multiple-unit control motor coach; five roof ventilators; heavy trucks (1884-1943 had roller bearing trucks); porthole windows in end sheets; small square windows in storm doors; recessed headlights and marker lights; safety chains; large brass whistles; pneumatic side doors.

#### Interior

78-seat coach; 2/2 reversible rattan seats; bare bulb lighting; under-seat heating; one toilet; single sliding end doors.

#### Modifications

During 1930-42 several cars received 3/2 reversible seating for about 95. Marker lights changed to red-only tail lights after 11/27/1932 discontinuation of marker light use. Reclassified MP54Bc and MP54Cc as automatic speed control apparatus was installed in 1951.

#### Modernization

3/2 vinyl seating for 89; recessed lighting; baseboard heating replaced under-seat heating; renumbered into the 4000s. Cars renumbered into the 5000s converted to blind motors, class MP54BT or MP54CT, by removal of head end controls and headlights.

#### General

1725 was the only car painted in experimental scheme of all aluminum with Tuscan Red lettering and trim, 12/17/1934, to determine if car would be cooler in summer. Apparently, results were not satisfactory since it was repainted back into Tuscan Red by 1937.

1742 was the first multiple-unit modernized.

4684 was the last MP54Bc in service.

4887 was the last MP54Cc in service.

4929 was the only MP54 of any type to receive the World's Fair (1964) gray/orange paint scheme.

#### Dispositions

1919 wrecked in head-on collision at Rockville Centre, 2/17/1950.

4697 converted to alcohol car W-84, 1/1970, and had its head end controls and motors removed.

4900 saved for preservation and stored until 4/1976. Repainted Tuscan Red, renumbered back to 1900, and used on Heritage Train from 5/1976 to 8/1976.

4911 wrecked at Far Rockaway, 3/31/1968.

5751 converted to instruction car I-11, 3/1970, for examining LIRR employees. Kept on stub track in Yard D, Jamaica, 3/1970 to 1/1975. Moved to Babylon Yard, 3/1975.

5770 wrecked at Far Rockaway, 3/31/1968.

### 30-MP70 DETAILS

#### Exterior

Balloon-roof double-deck multiple-unit control motor coach; eight roof ventilators; large headlight; porthole windows in end sheets; large, square window in storm door; safety chains; four motors; 80' 8<sup>3</sup>/<sub>4</sub>" car length.

#### Interior

134-seat coach; 2/2 non-reversible leather seats; baggage racks; recessed lighting; no toilets; single sliding end doors.

#### Modifications

Reclassified MP70c when automatic speed control apparatus was installed in 1951. Converted to multiple-unit trailer, class T70, in 1958 by removing head end controls and headlights and windows in end sheets painted over.

### 31-MP70A/ MP70B DETAILS

#### Exterior

Balloon-roof double-deck multiple-unit control motor coach; large headlight; porthole windows in end sheets; large, square window in storm door; safety chains; centralized door control; four motors.

#### Interior

132-seat coach; 2/2 non-reversible vinyl seats; air conditioned; public address system; baggage racks; recessed lighting; one toilet; single sliding end doors.

#### Modifications

Reclassified MP70Ac or MP70Bc as automatic speed control apparatus was installed in 1951.

1287-1289, 1291, 1334-1336 converted to blind motors, class MP70BT, in 1958-9 by removing controls and sealing headlights on one end only. One set of controls remained intact for yard switching.

1341 and 1345 converted to blind motors, class MP70AT, in 1958-9 by removing controls and sealing headlights on one end only. One set of controls remained intact for yard switching.

1301-1307, 1309, 1311 and 1312 rebuilt in 1967 with heavier air conditioning units and sealed, tinted windows.

#### General

1301 was the last double-deck in service, 2/29/1972.

1346 was the only double-deck painted into the MTA platinum mist/nordic blue paint scheme.

### 32-MP70T DETAILS

#### Exterior

Arch-roof multiple-unit blind motor coach; safety chains; eight vents along each side of roof; centralized door control; porthole windows in side doors.

#### Interior

128-seat coach; 3/2 back-to-back vinyl seating; four axiflow fans; no toilets, baggage racks or arm rests along aisle; recessed incandescent lighting; opening windows; single sliding end doors with porthole windows.

#### General

These cars were at first used with the double-deckers and then with the MP72s after 1955. The reason for these cars austere interiors was due to the fact that the railroad was in bankruptcy.

Dispositions

All withdrawn from service by 3/25/1972.

3507 converted to instruction car I-12, 5/1972. Kept on stub track in Yard D, Jamaica, until 1/1975, then moved to Johnson Avenue Yard. Destroyed by fire in 1980 and moved to Morris Park Shop Yard.

33-MP72c DETAILS

Exterior

Arch-roof multiple-unit control motor coach; recessed headlights; large brass whistles; porthole windows in end sheets, storm doors and side doors; safety chains; pneumatic side doors; centralized door control, square windows in end doors, sealed windows with window shades.

Interior

120-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; one toilet; single sliding end doors with square windows; sealed windows with window shades.

Modifications

Whistles on 2519 replaced by air horns from RDC1 3101, 1/1968. Converted to push-pull coaches, class PT72C, on dates listed below. Traction motors, third rail shoes and shoe beams, storm doors, head end controls and automatic speed control apparatus removed. Headlights, engineer's and fireman's windows blanked out. Heat, lighting and air conditioning provided by power units at 600v DC. Automatic air hose couplers replaced with standard hoses. New toilets installed, reducing seating to 118. Reversible seats were made stationary and window shades were removed.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
2501	8/1979	2509	5/1979	2516	9/1979
2502	4/1980	2510	2/1980	2517	3/1976
2503	3/1978	2511	8/1980	2518	9/1979
2504	7/1979	2512	12/1979	2519	6/1979
2505	3/1979	2513	3/1977	2520	5/1979
2506	11/1979	2514	10/1979	2521	3/1980
2507	8/1979	2515	11/1979	2522	1/1980
2508	6/1980				

Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.

2777

2781

2783

2787 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2791

2797 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2799

2851

2855

2869

2873

2875

2877 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2881

2883

2885

2887

2889

2891

2893

2897

34-MP72T DETAILSExterior

Arch-roof multiple-unit blind motor coach; porthole windows in side doors; safety chains; pneumatic side doors; centralized door control.

Interior

123-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; no toilet; single sliding end doors with square windows; sealed windows with window shades.

Modifications

2601, 2608, 2610 and 2648 converted to bar generator cars with no seats, class BG72B, during push-pull conversion, for supplying heating, lighting and air conditioning to push-pull cars in the absence of a power unit and renumbered into the 2100 series. All seating and window shades removed and diesel generator compartment and bar installed on one side of car. Windows by generator compartment replaced with air filters and grills. Traction motors, third rail shoes and shoe beams removed; automatic air hose couplers replaced with standard hoses; one toilet installed.

2603, 2613, 2624, 2625, 2629, 2632, 2650, 2663, 2664, 2667 and 2670 converted to 46-seat parlor cars, class PP72B, during push-pull conversion. Traction motors, third rail shoes, shoe beams and window shades removed; automatic air hose couplers replaced with standard hoses; original 3/2 reversible vinyl seating replaced with 2/1 vinyl/fabric movable lounge chairs; bar installed in middle of car on single seat side; carpeting installed on floor and lower portion of walls; one toilet installed.

2602, 2604, 2607, 2609, 2611, 2612, 2614, 2617, 2623, 2626-2628, 2630, 2631, 2633-2647, 2649, 2651-2662, 2665, 2668, 2669, 2671-2674 converted to push-pull coaches, class PT72C, by removing traction motors, third rail shoes, shoe beams and window shades. Automatic air hose couplers replaced with standard hoses and reversible seats were made stationary. 2602, 2609, 2617, 2626, 2627, 2634, 2642, 2647 and 2658 had one toilet installed, reducing seating to 118. 2622 and 2669 converted to 108-seat bar-coaches during conversion. Heating, lighting and air conditioning provided by power unit or bar-generator at 600 volts DC.

Push-pull conversion dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
2601	7/1976	2625	7/1975	2649	8/1974
2602	7/1977	2626	2/1978	2650	3/1975
2603	5/1976	2627	10/1975	2651	1/1980
2604	11/1975	2628	2/1980	2652	3/1979
2605	5/1980	2629	5/1976	2653	3/1979
2606	8/1976	2630	8/1973	2655	5/1974
2607	5/1974	2631	7/1973	2656	11/1977
2608	12/1976	2632	5/1975	2657	5/1979
2609	4/1977	2633	9/1973	2658	6/1977
2610	3/1976	2634	2/1976	2659	9/1973
2611	3/1979	2635	5/1977	2660	10/1973
2612	9/1975	2636	12/1973	2661	8/1974
2613	6/1975	2637	12/1973	2662	2/1980
2614	10/1979	2638	12/1973	2663	5/1975
2615	9/1976	2639	11/1973	2664	4/1975
2616	7/1973	2640	8/1973	2665	2/1976
2617	5/1977	2641	12/1973	2667	5/1975
2618	3/1979	2642	12/1975	2668	7/1974
2619	3/1979	2643	10/1976	2669	8/1974
2620	8/1973	2644	11/1976	2670	7/1975
2621	8/1972	2645	5/1972	2671	3/1979
2622	8/1974	2646	5/1974	2672	12/1973
2623	5/1980	2647	2/1978	2673	3/1979
2624	6/1976	2648	5/1976	2674	7/1980

2016 converted to dual push-pull/non-push-pull operation, 3/1989, by adding a Weston undercar diesel engine and renumbered 2001:2.

### Dispositions

- 2103 sold to ? and stored at the former Brooklyn Army Terminal,, Bay Ridge NY  
2104 sold to ? and stored at the former Brooklyn Army Terminal,, Bay Ridge NY  
2654 converted to storage car for Maintenance of Equipment Department, 3/1973, and moved to Long Island City Passenger Yard.  
2656 converted to a school car.  
2890 destroyed by fire, 4/5/1978, and stored in Morris Park.  
All cars (except 2654, 2656 and 2890) sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.  
2001:2 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.  
2011 stored at Landisville, PA.  
2012 stored at Culbertson, PA.  
2013 used on Indian Head Central Rwy, White Plains, MD. Converted to 50-seat bar car and sold to Rio Grande Pacific Corp. in 1999. Operated on New Orleans & Gulf Coast RR (?), Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.  
2014 used on Indian Head Central Rwy, White Plains, MD. Converted to concession car. Sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR (?), Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.  
2015 used on Indian Head Central Rwy, White Plains, MD. Sold to East Penn Scenic RR, Kutztown, PA.  
2017 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.  
2018 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.  
2019 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.  
2020 used on Indian Head Central Rwy, White Plains, MD. Stored at Culbertson, PA.  
2021 Sold to International Rail Road Systems, Fruitvale, BC.  
2779 scrapped by Hub Scrap Metals LLC at White Plains, MD.  
2782 scrapped by Hub Scrap Metals LLC at White Plains, MD.  
2785 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.  
2786 Sold to Railroad Passenger Car Alliance, named Good Vibrations and converted into a lounge car with club chairs and sofas facing the aisle.  
2796 scrapped by Hub Scrap Metals LLC at White Plains, MD.  
2857 scrapped by Hub Scrap Metals LLC at White Plains, MD.  
2862 sold to New York Susquehanna & Western Rwy and renumbered 530. Fluorescent lighting replaced with compact fluorescent fixtures; multiple-unit door control equipment removed; sliding windows installed at alternate positions; public address system installed; diaphragms installed; accessible bathroom installed reducing seating capacity to 99.  
2868 sold to New York Susquehanna & Western Rwy and renumbered 531. Fluorescent lighting replaced with compact fluorescent fixtures; multiple-unit door control equipment removed; sliding windows installed at alternate positions; public address system installed; diaphragms installed.  
2895 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

### 35-MP75c DETAILS

#### Exterior

Low arch-roof multiple-unit control motor coach; 85' car length; 10'5½" car width; 13'0" car height; 114,060 lbs. car weight; recessed headlights; large brass whistles; square engineer's windows in end sheets (no fireman's window); square windows in storm doors and side doors; safety chains; pneumatic side doors; centralized door control; cast steel bar type trucks with roller bearings.

#### Interior

130-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; one toilet; single sliding end doors with square windows; tinted sealed windows; no window shades.

#### Modifications

2525, 2530, 2532, 2533 and 2536 converted to control trailers, class CT75c, 1/1972, by removing their traction motors and renumbering into the 5500s. All cars converted to push-pull coaches, class PT75, on dates listed below by removing traction motors (on remaining MP75c cars only), third rail shoes, shoe beams, storm doors, head end controls and automatic speed control apparatus. Headlights and engineer's windows were blanked out. Automatic air hose couplers replaced with standard air hoses. Heating, lighting and air conditioning

provided by power unit or bar-generator at 600 volts DC. Reversible seats were made stationary and the toilets were removed, increasing seating capacity to 132.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
5525	7/1973	2529	10/1973	5533	5/1973
2526	8/1973	5530	6/1973	2534	8/1972
2527	9/1973	2531	10/1973	2535	10/1972
2528	9/1973	5532	7/1973	5536	4/1973

Microphor toilet installed in 2707 and 2713 in 1977, reducing seating capacity to 128.

General

The MP75c and MP75T cars operated in three 10-car trains when first delivered but were split up when recurrent braking problems developed. Cars were nicknamed World’s Fair cars or Zips.

Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.

2701 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2703

2705 sold to Adrian & Blissfield RR, Adrian, MI but lost in transit.

2707 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999; sold to Seminole Gulf Rwy, Fort Myers FL, ??????

2709

2711 wrecked when train #657 struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington and derailed, 8/25/1988.

2713

2715 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2717

2719

2721 sold to Cape Cod Central RR; arrived Quincy, MA 5/15/1999.

2723

36-MP75T DETAILS

Exterior

Low arch-roof multiple-unit blind motor coach; 85’ car length; 10’5½” car width; 13’0” car height; square windows in side doors; safety chains; pneumatic side doors; centralized door control; cast steel bar type trucks with roller bearings.

Interior

133-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; no toilet; single sliding end doors with square windows; tinted sealed windows; no window shades.

Modifications

2676, 2677, 2679, 2682-2684, 2689 and 2692 converted to multiple-unit trailers, class T75A, by 1/1972, by removing their traction motors and adding a T suffix to their numbers that were on the bottom of their end sheets.

2682 was renumbered 5682:2 by 1/1973.

2675, 2680 and 2688 converted to multiple-unit trailers, class T75A, by 1/1972, by removing their traction motors and renumbering into the 5600s. All cars converted to push-pull coaches, class PT75A, on dates listed below by removing traction motors (on remaining MP75T cars only), third rail shoes and shoe beams.

Automatic air hose couplers replaced with standard air hoses. Heating, lighting and air conditioning provided by power unit or bar-generator at 600 volts DC. Reversible seats were made stationary.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
5675	3/1973	2681	2/1973	2687	2/1973
2676	5/1973	5682:2	4/1973	5688:2	6/1972
2677	7/1972	2683	2/1973	2689	5/1973
2678	4/1973	2684	6/1973	2690	3/1973
2679	8/1972	2685	4/1972	2691	6/1972
5680:2	2/1973	2686	9/1972	2692	5/1973

General

The MP75c and MP75T cars operated in three 10-car trains when first delivered, but were split up when recurring braking problems developed. Cars were nicknamed World's Fair cars or Zips.

#### Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.

2702

2704 wrecked when train #657 struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington and derailed, 8/25/1988.

2706

2708

2710

2712

2714

2716 sold to Cape Cod Central RR; arrived Quincy, MA 5/15/1999.

2718 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2720 sold to Cape Cod Central RR; arrived Quincy, MA 5/15/1999.

2722

2724 sold to Cape Cod Central RR; arrived Hyannis, MA 8/19/1999.

2726

2728 sold to Cape Cod Central RR; arrived Hyannis, MA 8/19/1999.

2730 sold to Cape Cod Central RR; arrived Quincy, MA 4/22/1999.

2732

2734

2736 sold to Cape Cod Central RR; arrived Hyannis, MA 8/19/1999. Repainted Cape Cod Central cranberry red with yellow stripes and black roofs:

101-Barnstable, ex-????

102-Sandwich, ex-????

103-Bourne, ex-????

#### 37-MPB54 DETAILS (1348 and 1349 only)

##### Exterior

Clerestory-roof multiple-unit control motor combine; porthole windows in end sheets; square windows in storm doors; safety chains; pneumatic side doors.

##### Interior

52-seat baggage-coach; 2/2 reversible rattan seats; 18' baggage section; hinged end doors; one toilet; clustered lights on ceiling.

##### General

These cars were used on Penn Station-Manhattan Transfer shuttles from 1912 to 1923. Purchased 2/1923. Pneumatic doors were installed after arrival on property. They were not used on the ends of trains after 12/1950.

1348 ex-Pennsylvania 4513

1349 ex-Pennsylvania 4514

#### MPB54 DETAILS (Rest of the class)

##### Exterior

Clerestory-roof multiple-unit control motor combine; porthole windows in end sheets; square windows in storm doors; safety chains; large brass whistles; two 225 h.p. traction motors; crank-operated manual side doors; one baggage door per side.

##### Interior

53-seat baggage-coach; 2/2 reversible rattan seats; one toilet; double sliding end doors on vestibule end; hinged end door with no window on baggage end; baggage compartment had wooden floor and separate engineer's cab; underseat and baseboard heating.

##### Modifications

Pneumatic doors replaced manual about 1923.

1365-1381 and 1385-1399 reclassified MPB54c as automatic speed control apparatus was installed in 1951.

1359, 1360, 1368, 1391 and 1398 converted to baggage cars, same class, starting in 1950, by removing the partition between coach and baggage sections and all seats and blanking the windows.

1391 and 1398 converted back to combines during modernization.

Modernization

New baggage doors with porthole windows; double sliding end doors replaced by a hinged door; 3/2 vinyl seating for 65; underseat heating removed; recessed lighting installed.

General

Almost every non-rush hour train had a combine, usually on the east end. Newspapers, baggage pre-sorted mail and even corpses were carried over the years. After the 1950 accidents, 1350-1364 were prohibited from the ends of trains due to their thin collision posts. 4395 was the last MPB54c in service.

Dispositions

1356 had motors and head end controls removed in 1951 and was converted to an office-register car for Port Washington. It was used until 1956 and scrapped there.

1364 converted to an office-register car in 1951 for Hempstead. It was used until 1963 and scrapped there.

1371 wrecked at College Point, 9/22/1913.

1399 converted to a materiel car, 11/1956, class MB54, for carrying repair parts between Morris Park and Brooklyn Electric Car Shop until 7/1965.

4379 wrecked at Far Rockaway, 3/31/1968.

4391 was used as parts storage car for M1s at Dunton Shop, 1969 to 2/18/1971. Saved for preservation.

Repainted Tuscan Red and renumbered back to 1391 for use on Bicentennial Train 1975-76? Donated to Port Jefferson Station-Terryville Chamber of Commerce 19??, becoming a tourist information center at the intersection of State Highways 112 and 347, Terryville, NY.

4396 converted to radio repair car W6, 11/12/1970, located at Johnson Avenue Yard.

38-MPBM54 DETAILS

Exterior

Clerestory-roof multiple-unit control motor RPO-combine; porthole windows in end sheets; square windows in storm doors; safety chains; large brass whistles; two 225 h.p. traction motors; crank-operated manual side doors; one baggage and one RPO door per side; three barred RPO windows per side.

Interior

32-seat baggage-RPO-coach; 2/2 reversible rattan seats; one toilet; double sliding end doors on vestibule end; 20' RPO section; 12' baggage section with wooden floor and engineer's cab; coach and baggage sections connected by a walkway along one wall.

Modifications

Pneumatic doors replaced manual doors about 1923.

39-P54 DETAILS

Exterior

Clerestory-roof locomotive-hauled coach; porthole windows in end sheets; diaphragms; hinged side doors; Pennsylvania suburban-type trucks; window screens in summer.

Interior

68-seat coach; 2/2 reversible plush seats; hinged end doors; one toilet; water cooler; baseboard and underseat heating.

Modifications

Vinyl seats replaced plush seats 1950-52; some cars had electric marker lights installed 1951-52.

General

The P54s were purchased from the Pennsylvania in 1930 to replace P54Ds 51-90 which were converted to multiple-unit cars in that year. The P54s were made surplus by the Pennsylvania's AC electrification of the Philadelphia area. These cars, along with 314-389 and 452-461, furnished the base service to Speonk and Port Jefferson as of 1/1/1942. After 1946, they were used everywhere. They were nicknamed "Mainliners" by the train crews.

<u>Car</u>	<u>PRR #</u>	<u>Car</u>	<u>PRR #</u>	<u>Car</u>	<u>PRR #</u>
139	21	153	80	166	153
140	29	154	86	167	156
141	34	155	87	168	171
142	38	156	92	169	315

143	49	157	97	170	333
144	51	158	98	171	351
145	53	159	632	172	703
146	58	160	635	173	709
147	64	161	125	174	711
148	70	162	701	175	718
149	74	163	127	176	719
150	76	164	130	177	713
151	77	165	170	178	739
152	78				

Dispositions

153 used as an instruction car for Maintenance of Equipment Department personnel at Morris Park, 1959-60.

161 wrecked near MP114 (west of Montauk) 10/25/1932 and scrapped soon after.

388:2 ex-Pennsylvania 143, Purchased 3/1947 to replace 388:1.

40-P54A/P54B/P54E DETAILS

Exterior

Clerestory-roof locomotive-hauled coach; porthole windows in end sheets; diaphragms; Pennsylvania-type trucks (314-388); "Interurban"-type trucks (452-461).

Interior

69-seat coach (P54A), 68-seat coach (P54B) or 72-seat coach (P54E); 2/2 reversible plush seats; one toilet; water cooler; baggage racks; window screens in summer; double sliding end doors (314-358) or single sliding end doors (359-388 and 452-461).

Modifications

Vinyl seats replaced plush seats, 1950s; safety chains replaced diaphragms 1954-55.

Modernization

(P54E only) 3/2 vinyl seating for 88; recessed lighting in ceiling; five electric fans on ceiling; electric markers; modified heating.

General

The P54Bs and P54Es had heavy center sills and could be mixed with the P70 coaches. After the Kew Gardens wreck, 11/22/1950, P54As 314-358 were prohibited from the rear ends of trains since they lacked heavy collision posts. The remainder of the P54As and all P54Bs and P54Es had heavy collision posts and were used as rear cars. Some of these even got electric markers in the early 1950s.

Dispositions

378 wrecked near MP114 (west of Montauk) 10/25/1932 and scrapped soon after.

385 saved for preservation, donated to Central New York Chapter, N.R.H.S., 1/8/1976.

388:1 wrecked at Kings Park, 2/16/1947, and scrapped soon after.

41-P54D DETAILS

Exterior

Arch-roof locomotive-hauled coach; five roof ventilators; diaphragms; porthole windows in end sheets; lightweight trucks.

Interior

76-seat coach; 2/2 reversible rattan seats (1-50, 91-99, 101-138, 462-481); 2/2 reversible plush seats (rest of class); two toilets; baggage racks; baseboard and underseat heating; water cooler; single sliding end doors; 32v lighting system.

Modifications

392-421 converted to multiple-unit trailers, class T54A, and 422-451 converted to multiple-unit trailers, class T54B, in 1925 for the Babylon electrification. Safety chains replaced diaphragms, underseat electric heating replaced baseboard steam heating, bare bulb DC lights replaced 32v lighting, water cooler removed, and rattan seats replaced the plush seats in later years.

51-90 converted to multiple-unit control motors, class MP54D1, on dates listed below and renumbered 1944-1983, in sequence:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
51	5/1930	65	4/1930	78	6/1930
52	5/1930	66	5/1930	79	5/1930

53	5/1930	67	5/1930	80	6/1930
54	6/1930	68	6/1930	81	4/1930
55	5/1930	69	5/1930	82	6/1930
56	6/1930	70	5/1930	83	6/1930
57	5/1930	71	5/1930	84	6/1930
58	6/1930	72	5/1930	85	5/1930
59	6/1930	73	6/1930	86	6/1930
60	5/1930	74	6/1930	87	6/1930
61	5/1930	75	5/1930	88	6/1930
62	6/1930	76	6/1930	89	7/1930
63	5/1930	77	6/1930	90	6/1930
64	6/1930				

These cars had recessed headlights installed, diaphragms replaced with safety chains, heavy roller bearing trucks replaced the lightweight trucks, rattan seats replaced plush with an increase in seating to 78, DC lighting replaced 32v system, electric underseat heating replaced baseboard and underseat steam heating. Cars reclassified MP54D1c as automatic speed control apparatus was installed in 1951.

All other cars had their diaphragms replaced by safety chains in 1953-54.

120-122, 125, 126, 131 and 135 had 3/2 leather seats installed in 1953 with no change in their heating systems.

#### Modernization

3/2 vinyl seating for 88; recessed lighting in ceiling; one toilet removed; new baggage racks; baseboard heating modified; underseat heating removed; renumbered into the 7000s.

403, 404, 411, 416, 425, 428-432, 435, 437-439, 442, 444, 446 and 448 received 3/2 vinyl seating for 91, otherwise same as above; renumbered into 6000s.

392-401, 408, 409, 414, 424, 426, 433 and 436 converted back into locomotive-hauled coaches, class P54D.

Baseboard steam heat replaced underseat electric heat; 32v recessed lighting in ceiling replaced DC lighting; water cooler installed; 3/2 vinyl seating for 88; one toilet removed; renumbered into 7000s.

1944-1983 received 3/2 vinyl seating for 89; electric fans; recessed lighting; baseboard heat replaced underseat heat; one toilet removed; new side doors with porthole windows were installed on some cars; renumbered into 4000s.

#### General

Commuter traffic on the main line from Floral Park west was extremely heavy from 1925-30. Westbound 12-car multiple-unit trains were packed by the time they got to Jamaica. The 12-car multiple-units that started at Jamaica were packed after they left Forest Hills. The railroad knew traffic was going to decline abruptly from Queens Village west after the IND subway, which was under construction, opened up. Rather than buy more new multiple-units, which would not be needed after a few years, the railroad converted the locomotive-hauled coaches to multiple-units. P54Ds 1-137 enabled the railroad to retire the last of its wooden coaches in the summer of 1927. P54Ds 1-50, 91-99, 101-138 and 462-481 (117 cars), as of 1/1/1942, furnished base service on Patchogue-Babylon "Scoots", Jamaica-Ronkonkoma and Long Island City-Oyster Bay trains. They weren't normally used to Speonk and Port Jefferson. After 1946, however, they were used everywhere. 38 was the last unmodernized car in service.

#### Dispositions

1 saved for preservation, in storage at Richmond Hill Coach Yard.

20 converted to W59, 4/1969.

21 wrecked in derailment at Pineaire, 1/24/1971, and scrapped on site.

34 wrecked in a yard collision at Speonk, 1/1968.

98 sold/donated to Central Islip State Hospital 19?? and renumbered 02.

100 renumbered 138 soon after delivery since wooden business car 100 was already on roster.

121 wrecked at Huntington, 11/27/1966.

125 wrecked in a yard collision in Richmond Hill Coach Yard, 1/2/1968.

466 wrecked at Brookhaven, 3/1964, and scrapped.

765 wrecked in derailment at Pineaire, 1/24/1971, and scrapped on site.

4959 wrecked in a derailment at C Tower, Penn Station, 3/1964, and scrapped.

4971 wrecked in Carleton Avenue Yard, 6/7/1970, and scrapped on site.

- 7002 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Thomas Chittenden for use on the Vermont Bicentennial Steam Expedition. Resold 19?? to Knox & Kane Railroad, Marienville PA; stored at Kane PA when railroad suspended service. Sold at auction 10/10/2008 to Arcade & Attica RR, Arcade NY and stored at Curriers station.
- 7003 wrecked in derailment at Winfield, 5/21/1973, and scrapped on site.
- 7004 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7014 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7016 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Moved to Scranton PA 1986?
- 7018 sold to a shopping center in Boonton, NJ, 1/13/1975. Resold to Steamtown Foundation, Bellows Falls, VT.
- 7031 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Resold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 to ?
- 7035 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Remember Baker for use on the Vermont Bicentennial Steam Expedition.
- 7037 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7042 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7045 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Resold to West Virginia Northern Railroad, Kingwood, WV. Donated to Chesapeake Railway Association by its owner (unknown), who then moved it to the Walkersville Southern Railroad, Walkersville, MD for restoration and operation, where it was renumbered 14. Renumbered back to 7045 20??.
- 7069 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974??? Resold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 Arcade & Attica RR, North Java NY?
- 7091 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Sold to Gettysburg Scenic RR, Gettysburg, PA and renumbered 709. Sold to Paul Kovalcik, moved to Walkersville Southern Railroad, Walkersville, MD, 2/2004 and renumbered back to 7091.
- 7092 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Moved to Scranton PA 1986?
- 7094 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7098 wrecked in a collision at Richmond Hill Coach Yard about 1961 and scrapped.
- 7099 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Rebuilt in 1976 into a diner, painted into a purple and tan paint scheme and named The Cephas Kent Inn for use on the Vermont Bicentennial Steam Expedition. By 1983, renamed Williams River Inn, converted into a café/snack shop car and repainted Tuscan Red with yellow pinstriping. Resold 1987 to Knox & Kane Railroad, Marienville PA, repainted orange and brown and half of the snack bar converted into a gift shop. Stored at Kane PA when railroad suspended service. Sold at auction 10/11/2008 to unknown scrapper. Almost immediately resold to Delta Railroad Construction. Moved 4/2009 (after conversion to roller bearing trucks) to Ashtabula, Carson & Jefferson RR, Jefferson OH, and stored on Norfolk Southern trackage. Sold 3/19/2017 to David Collison and moved to Walkersville Southern Railroad, Walkersville, MD.
- 7102 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Ira Allen for use on the Vermont Bicentennial Steam Expedition. Resold to Village Rail Excursions, Inc. (equipment dealer), 7/1987 and resold to Carthage, Knightstown & Shirley RR, Carthage, IN, for excursion service.
- 7107 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7109 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Captain Peleg Sunderland for use on the Vermont Bicentennial Steam Expedition. Resold 19?? to Knox & Kane Railroad, Marienville PA; stored at Kane PA when railroad suspended service. Sold at auction 10/10/2008 to ?
- 7113 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7114 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7115 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974.
- 7118 sold to a shopping center in Boonton, NJ, 1/13/1975.
- 7127 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.
- 7128 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Sold to Gettysburg Scenic RR, Gettysburg, PA and renumbered 709. Sold to Walkersville Southern Railroad, Walkersville, MD, 2/2004 and renumbered back to 7128.

7129 wrecked in derailment at Winfield, 5/21/1973.

7133 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Ann Story for use on the Vermont Bicentennial Steam Expedition. Resold to Village Rail Excursions, Inc. (equipment dealer), 5/1986. Sold to McDonald Steel, McDonald, OH for intra-plant tours. Sold or donated to Ashtabula, Carson & Jefferson RR, Jefferson, OH. Sold to Buffalo, Cattaraugus & Jamestown Scenic Rwy, Hamburg NY and moved 4/2016.

7136 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Rebuilt in 1976 into a bar car and named The Catamount Tavern for use on the Vermont Bicentennial Steam Expedition. Resold to Village Rail Excursions, Inc. (equipment dealer), 5/1986. Sold to McDonald Steel, McDonald, OH for intra-plant tours. Sold or donated to Ashtabula, Carson & Jefferson RR, Jefferson, OH. Sold to Buffalo, Cattaraugus & Jamestown Scenic Rwy, Hamburg NY and moved 4/2016.

7138 sold to a shopping center in Boonton, NJ, 1/13/1975.

7393 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.

7394 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.

7399 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974.

7401 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974.

7408 wrecked west of Port Jefferson, 1/19/1973, and scrapped on the siding at Setauket.

7409 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974? Sold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 to Coudersport Area Lions Club and moved 6/2009 (?) to Coudersport Arboretum, Coudersport PA.

7426 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named General John Stark for use on the Vermont Bicentennial Steam Expedition.

7433 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Refurbished in 1976 and named Colonel Seth Warner for use on the Vermont Bicentennial Steam Expedition. Resold 19?? to Knox & Kane Railroad, Marienville PA. Sold at auction 10/10/2008 to Oyster Bay Railroad Museum, Oyster Bay NY, where it arrived on 6/9/2009.

7436 sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. Resold to West Virginia Northern Railroad, Kingwood, WV. Resold 20?? to Ronnie Baird, president of the Walkersville Southern Railroad, Walkersville, MD. Converted into a dining car, no number and named Southampton.

7467 sold to a shopping center in Boonton, NJ, 1/13/1975.

7468 sold to a shopping center in Boonton, NJ, 1/13/1975. Resold to Steamtown Foundation, Bellows Falls, VT.

7472 sold to Steamtown Foundation, Bellows Falls, VT, 3/29/1975.

7478 donated to Kentucky Railway Museum, Louisville, KY, 4/23/1976.

7483 sold to Steamtown Foundation, Bellows Falls, VT, 9/29/1975.

7485 sold to a shopping center in Boonton, NJ, 1/13/1975.

#### 42-P54F/P54G DETAILS

##### Exterior

Clerestory-roof locomotive-hauled club cars; porthole windows in end sheets; diaphragms; window screens in summer.

##### Interior

Wicker chairs facing aisle; two toilets; water cooler; hinged end doors.

##### Modifications

Converted to 66-seat coach in 1917 with 2/2 plush seating and name removed. Vinyl seats replaced plush in 1951. Safety chains replaced diaphragms in 1954. Electric markers added in 1955.

#### 43-P58 DETAILS

##### Exterior

Clerestory-roof locomotive-hauled coach; narrow vestibules and steps; wooden, hinged side doors; square windows in end sheets; diaphragms.

##### Interior

72-seat coach; wooden, hinged end doors; one toilet.

##### Modifications

Renumbered 1451, 12/17/1907, to vacate 1401 for new electric multiple-unit cars on order. Converted into a club car 6/9/1925 with no number but named Smithtown. Coach seating replaced with individual wicker chairs

facing the aisle. Used as club car weekdays during summer season on rear of train #621 and head end of train #652. Converted back into a 72-seat coach, 10/1942, and renumbered 179. Rattan reversible coach seating replaced the wicker chairs. Withdrawn from revenue service 10/28/1949. Used as instruction car for Maintenance of Equipment personnel at Morris Park from 1949 to 1959. Stored from 1959 to 1961.

#### 44-P63 DETAILS

##### Exterior

Heavyweight, arch-roof locomotive-hauled coach; diaphragms; four-wheel trucks.

##### Interior

84-seat (8514) or 78-seat (8515, 8516) coach; 2/2 seating; two toilets.

##### General

Purchased 6/1962. Diaphragms replaced by safety chains and electric markers installed shortly after arrival.

8514 ex-Reading 1238

8515 ex-Reading 1374

8516 ex-Reading 1458

#### 45-P69 DETAILS

##### Exterior

Heavyweight, arch-roof locomotive-hauled coach; diaphragms; four-wheel trucks.

##### Interior

87-seat or 95-seat coach; 2/2 plush seating; one toilet.

##### Modifications

8520 converted into a 115-seat coach, 7/1964, by replacing the 2/2 seating with 3/2 vinyl seats. All others except 8518 had their plush seating covered with vinyl.

##### General

Originally built for the Boston & Albany and were numbered in the 300 series. Sold to the Delaware & Hudson about 8/1955. 348 renumbered 211 and 327 renumbered 219, others unknown. Purchased 8/1962. Diaphragms were removed and safety chains and electric markers were installed shortly after arrival.

8517 ex-Delaware & Hudson 208

8520 ex-Delaware & Hudson 211

8518 ex-Delaware & Hudson 209

8521 ex-Delaware & Hudson 219

8519 ex-Delaware & Hudson 210

8522 ex-Delaware & Hudson 221

#### 46-P70D DETAILS

##### Exterior

Heavyweight, clerestory-roof locomotive-hauled coach; diaphragms.

##### Interior

92-seat (8523) or 88-seat (8524-8528) coach; 2/2 plush seating; two toilets.

##### General

Purchased 4/1965. Plush seats replaced with vinyl and diaphragms replaced with safety chains.

8523 ex-Pennsylvania 821

8526 ex-Pennsylvania 822

8524 ex-Pennsylvania 845

8527 ex-Pennsylvania 1248

8525 ex-Pennsylvania 830

8528 ex-Pennsylvania 1003

#### 47-P71/ P71A DETAILS

##### Exterior

Heavyweight, clerestory-roof locomotive-hauled coach; diaphragms; four-wheel trucks.

##### Interior

84-seat (P71) or 68-seat (P71A) coach; 2/2 plush seating; ice air conditioning; two toilets.

##### General

Purchased 6/1962. Diaphragms removed and safety chains and electric markers installed shortly after arrival.

Plush seats covered with vinyl.

8506 ex-Maine Central 218

8510 ex-Maine Central 262

8507 ex-Maine Central 219

8511 ex-Maine Central 263

8508 ex-Maine Central 220

8512 ex-Maine Central 264

8509 ex-Maine Central 221

8513 ex-Maine Central 265

#### 48-P72 DETAILS

##### Exterior

Lightweight, arch-roof locomotive-hauled coach; manually operated side doors with porthole windows; safety chains; GM Model 30960 V6 undercar diesel generator; 150-gallon fuel tank; electric marker lights; four-wheel trucks.

#### Interior

120-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; single sliding end doors with square windows; one toilet, sealed windows with window shades.

Lighting and air conditioning provided by undercar diesel generator.

#### Modifications

Steam heat replaced by electric heat provided by undercar diesel generator. Toilets removed from some cars, 1/1975 to 2/1979, increasing seating capacity to 123.

2905:1, 2957:1, 2970:1 and 2978 converted to bar cars on date shown below, same class, by removing all seats and installing a bar on one side of car.

<u>Car</u>	<u>Date</u>
2905:1	12/1975
2957:1	10/1976
2970:1	11/1975
2978	6/1977

2918 converted into a 108-seat school car, 7/8/1977.

2949:1 renumbered 2970:2, 8/1976.

2958:1 renumbered 2957:2, 7/1977.

2977 renumbered 2949:2, 3/1978.

2979 renumbered 2905:2, 5/1978.

2980 renumbered 2958:2, 7/1977.

2990 renumbered 2977:2, 12/1987.

2927 converted to 44-seat push-pull parlor car 2002:2, class PP72B, 3/1989. Coach seating was replaced with 2/1 vinyl/fabric movable lounge chairs; bar installed in middle of car on single seat side; carpeting installed on floor and lower portion of walls.

#### Dispositions

All cars sold to Mid-Atlantic RailCar Company, PA, 1998 and leased back until withdrawal from service.

2002:2 used on Northern Central Rwy, New Freedom, PA. Stored at Landisville, PA.

2901 sold to New Orleans & Gulf Coast RR.

2902 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2903

2904

2905:2

2906

2907 converted into a Sandite car, 1998? Withdrawn from service 2001? Stored at Ronkonkoma.

2908

2909 converted into a Sandite car, 1998? Withdrawn from service 2001? Stored at Morris Park

2910 sold to Central New York Chapter, National Railway Historical Society, Marcellus NY. Maintained and operated by New York, Susquehanna & Western RR.

2911

2912 sold/donated to Gold Coast Railroad Museum, Miami, FL.

2913

2914

2915

2916

2917

2918 sold to Walkersville Southern Railroad, Walkersville, MD. Not in service, 03/2004.

2919

2920

2921

2922

2923

2924 donated to Railroad Museum of Long Island, Riverhead, NY, 7/14/2000.  
2925  
2926 damaged in collision and stored in Yard A, Long Island City, 2000.  
2928 held for non-payment of freight charges until 12/2004.  
2929  
2930  
2931 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.  
2932  
2933 donated to Railroad Museum of Long Island, Greenport, NY, 7/14/2000.  
2934  
2935 donated to Friends of Locomotive #35 Inc., Garden City, NY, 7/14/2000.  
2936  
2937 sold to Hoosier Valley Railroad Museum, North Judson, IN, 2008.  
2938  
2939  
2940 sold to New York & Atlantic Rwy, Glendale, NY.  
2941 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002 and named Horseshoe Bend.  
2942  
2943 sold to Newport Dinner Train, Newport, RI, 4/2000. Received 7/20/2000 and named Roberta G. Mosher.  
2944  
2945 sold to New Orleans & Gulf Coast RR.  
2946  
2947 sold to Central New York Chapter, National Railway Historical Society, Marcellus, NY. Maintained and operated by New York, Susquehanna & Western RR.  
2948  
2949:2 Sold ???? To Saratoga & North Creek RR, North Creek NY. Sold/donated to Catskill Mountain RR, Kingston NY. Arrived Kingston 10/22/2014.  
2950  
2951  
2952 sold to Georgia Southwestern RR, 11/2001, renumbered 2001 and named City of Miami. Coach seats and undercar generator removed, rewired for head-end power and converted into a lounge car with bar and open observation platform, normally seating 45; accessible restroom installed.  
2953 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.  
2954  
2955 held for non-payment of freight charges until 12/2004.  
2956 donated to Friends of Locomotive #35 Inc., Garden City, NY, 7/14/2000.  
2957:2 sold to Adrian & Blissfield RR, Blissfield, MI  
2958:2  
2959 sold to Adrian & Blissfield RR, Blissfield, MI, converted into a dining car and named Hudson River  
2960  
2961 sold to New Orleans & Gulf Coast RR.  
2962 sold to Walkersville Southern Railroad, Walkersville, MD. Not in service, 03/2004.  
2963  
2964  
2965  
2966 donated to New York Transit Museum, Brooklyn, NY, stored at Morris Park.  
2967  
2968  
2969 sold to Rio Grande Pacific Corp. in 1999 and operated on New Orleans & Gulf Coast RR, Belle Chasse, LA until 5/2001. Transferred to Idaho Northern & Pacific RR, Horseshoe Bend, ID, 2002.

2970:2

2971

2972 sold to Heart of Dixie Railroad Museum, Calera, AL in 2005.

2973 sold to Central New York Chapter, National Railway Historical Society, Marcellus, NY. Maintained and operated by New York, Susquehanna & Western RR.

2974

2975

2976

2977:2 sold to Central New York Chapter, National Railway Historical Society, Marcellus, NY. Maintained and operated by New York, Susquehanna & Western RR.

2991 held for non payment of freight charges until 12/2004.

2992

2993 sold to Jay Eichler (Long Island Railcar Company), Riverhead, NY, 1999.

#### 49-P74 DETAILS

##### Exterior

Heavyweight, clerestory-roof locomotive-hauled club car; safety chains; six-wheel trucks; undercar diesel engine.

##### Interior

63-seat (2001), 60-seat (2002) or 55-seat (2003) club car; wicker chairs facing the aisle; air conditioned; porter's room, one toilet. Lighting and air conditioning provided by undercar diesel engine.

##### General

These cars were operated by the Pullman Company as 12 section-1 drawing room sleeping cars equipped with lounge, one toilet on each end and diaphragms. Conversion to Pullman Mechanical with Brine Auxiliary Tank air conditioning and modifications to the air conditioning were completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Air Conditioning Modified</u>
McEwen	5/18/1935	Brine tank bypassed 3/15/1949
Belfast	5/29/1935	Brine tank removed 5/10/1949
Waltersburg	6/7/1935	Not modified

All three cars were sold to the Pennsylvania 12/31/1948 and leased back to Pullman until their leases were withdrawn on 5/15/1957. The Pennsylvania assigned numbers as follows:

<u>Car</u>	<u>New #</u>
McEwen	8872
Belfast	8736
Waltersburg	8968

Waltersburg was renamed J. Finley Wilson 12/10/1952.

Purchased by the Long Island, 5/1957, and were intended to replace the aging P70s in club car service. J. Finley Wilson was pressed into service almost immediately to replace P70 #816 as the Syosset club car. The name "Pennsylvania" on the letterboards and the "Pullman" lettering near the doors were painted out in Tuscan Red and "Long Island" put on the letterboard in gold leaf, but the name remained. This lasted until 10/1957 when the intended new Syosset club car replaced it. The cars were converted into club cars by removing the sections, lounge/toilets and mechanical air conditioning and installing one small toilet and the undercar diesel engine. The drawing rooms were used as porter's rooms. Diaphragms were replaced with safety chains as soon after their arrival as possible.

McEwen was converted 10/1957 and replaced J. Finley Wilson as the Syosset club. Belfast was converted 1/1958, replacing P70 #811 and was used until 12/1976.

J. Finley Wilson was converted 5/1958, replacing P70 #828 and was used until 6/1976.

2001 ex-Pennsylvania 8872-McEwen

2002 ex-Pennsylvania 8736-Belfast

2003 ex-Pennsylvania 8968-J. Finley Wilson

##### Dispositions

2001 was heavily damaged in a rear end collision just west of Port Jefferson, 1/19/1973, and was withdrawn from service.

2002 donated to Union Center Venture, Inc., St. Louis, MO, 3/1978. Resold c.1990 to Tom Ellis, Napoleon, MI.

2003 sold to Leonard Weiss, Cincinnati, OH, 5/1977. Leased to Railway Exposition Co., Cincinnati, OH. Sold 1994 to The Railway Museum of Greater Cincinnati, Covington KY.

50-P74A DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled coach; safety chains; six-wheel trucks.

Interior

54-seat buffet-coach (7500) or 60-seat coach (7501-7505); 2/2 reclining seats; mechanical air conditioning; lounge/toilet at each end.

Modernization

Mechanical air conditioning replaced by undercar diesel generator which supplied electricity for air conditioning and lighting; reclining seats replaced with 3/2 vinyl, reversible seating for 118; heating system modified; both lounge/toilets replaced with one small toilet.

7500 converted into a 60-seat club car during modernization, renumbered 2004 and named Locust Valley; reclining seats replaced with wicker chairs facing the aisle; lounge/toilet on one end converted into a porter's room; mechanical air conditioning replaced with undercar diesel generator.

General

Built as 26-seat parlor cars for Pullman service on the Michigan Central, named Andrico, Pansy, Roxana, Stella, Flavia and Marie, but not numbered and were built with revolving parlor chairs and diaphragms. The Michigan Central was absorbed into the New York Central system about 1932. Originally not air conditioned, conversion to Pullman Mechanical air conditioning was completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
Andrico	2/17/1938	Stella	4/30/1935
Pansy	6/17/1935	Flavia	6/24/1934
Roxana	4/20/1935	Marie	2/21/1936

All six were sold to the New York Central on the following dates and were converted into reclining seat coaches, had their names removed and numbers applied as follows:

<u>Car</u>	<u>Date sold</u>	<u>New #</u>	<u>Car</u>	<u>Date sold</u>	<u>New #</u>
Andrico	9/18/1942	2800	Stella	11/30/1942	2813
Pansy	11/16/1942	2811	Flavia	11/24/1942	2819
Roxana	11/30/1942	2812	Marie	10/13/1942	2825

54 seats and a small buffet were installed in 2800. 60 seats were installed in 2811, 2812, 2813, 2819 and 2825. Sold to the Long Island 1/1958.

7500 ex-New York Central 2800

7503 ex-New York Central 2813

7501 ex-New York Central 2811

7504 ex-New York Central 2819

7502 ex-New York Central 2812

7505 ex-New York Central 2825

Diaphragms were replaced with safety chains and they were relettered and renumbered Long Island but were not repainted. New York Central on the letterboards were painted out in gray. All were repainted Long Island when modernized.

2004 was used weekdays on the head end of Oyster Bay-Long Island City trains #523 and #554 until 2/23/1973. Renamed Syosset:3 and used on Port Jefferson-Hunterspoint Avenue trains #621 and #652 from 6/21/1973 until 2/28/1975.

Dispositions

2004 donated to Long Island-Sunrise Trail Chapter, National Railway Historical Society, Babylon, NY, 5/1976. Leased and moved to the Black River & Western, Ringoes, NJ for storage and restoration. Sold 5/30/1992 to Keith A. Riley and moved to New Hope, PA.

51-P74B DETAILS

Exterior

Lightweight, arch-roof locomotive-hauled coach; large, square paired windows; diaphragms; four-wheel trucks.

Interior

84-seat coach; 2/2 reclining seats; mechanical air conditioning; recessed incandescent lighting; full length baggage racks; four toilets.

Modernization

2/2 reclining seats replaced with 3/2 vinyl reversible seating for 117; three toilets removed; safety chains replaced diaphragms; mechanical air conditioning replaced with undercar diesel generator; electric marker lights.

General

Built for the Boston & Maine for general long-distance service. Cars were delivered as follows:

<u>Car</u>	<u>ex-B&amp;M</u>	<u>Date Received</u>	<u>Car</u>	<u>ex-B&amp;M</u>	<u>Date Received</u>	<u>Car</u>	<u>ex-B&amp;M</u>	<u>Date Received</u>
7521	4593	9/9/1958	7531	4602	1/23/1959	7541	4601	5/14/1959
7522	4586	9/9/1958	7532	4606	1/23/1959	7542	4614	5/14/1959
7523	4588	9/9/1958	7533	4610	1/23/1959	7543	4605	5/14/1959
7524	4585	9/9/1958	7534	4612	1/23/1959	7544	4608	5/14/1959
7525	4591	10/15/1958	7535	4613	5/2/1959	7545	4599	5/16/1959
7526	4590	10/15/1958	7536	4604	5/2/1959	7546	4607	7/18/1959
7527	4594	10/15/1958	7537	4611	5/2/1959	7547	4595	7/11/1959
7528	4589	10/15/1958	7538	4609	5/7/1959	7548	4603	7/24/1959
7529	4587	10/15/1958	7539	4597	5/7/1959	7549	4596	7/29/1959
7530	4592	9/9/1958	7540	4598	5/7/1959	7550	4600	8/11/1959

Last steam heated train on the Long Island, 3/8/1979, concurrent with last day of service for P74Bs. Consist was C420 #228, P74Bs #7546, 7537, 7536, 7530, 7525, 7541, 7549, P72s #2968, 2974 and 2911.

Modifications

After 1960, the conversion of many cars to bar-coaches proved very popular. The cars were not originally used in the morning peak period, but starting in 1962 juice, coffee and pastry were served on the morning inbound trips and liquor on the afternoon outbound trips. The morning service continued until 1971. Cars that were converted into bar-coaches had recessed incandescent lighting replaced with fluorescent lighting.

7521 converted to a 4-seat bar-coach, 1964.

7522 converted to a 33-seat bar-coach, 1964.

7522 converted to a 4-seat bar-coach, 1965.

7523 converted to a 33-seat bar-coach, 1960.

7523 converted to a 4-seat bar-coach, 1964.

7524 converted to a 4-seat bar-coach, 1965.

7525 converted to a 4-seat bar-coach, 1963.

7527 converted to a 53-seat bar-coach, 1961.

7528 converted to a 48-seat bar-coach, 1960.

7528 converted to a 4-seat bar-coach, 1963.

7530 converted to a 23-seat bar-coach, 1962.

7530 converted to a 4-seat bar-coach, 1964.

7531 converted to a 53-seat bar-coach, 1962.

7531 converted to a 4-seat bar-coach, 1964.

7536 converted to a 105-seat classroom car for Adelphi College, 9/1972, by removing 12 seats and installing a partition and teacher's room on one end. Partitions removed 11/1977 and remained in service as a 105-seat coach. Used on Montauk Branch.

7540 converted to a 28-seat bar-coach, 1960.

7540 converted to a 4-seat bar-coach, 1963.

7541 converted to a 80-seat bar-coach, 1960.

7541 converted to a 117-seat coach, 1964.

7542 converted to a 53-seat bar-coach, 1962.

7543 converted to a 4-seat bar-coach, 1963.

7544 converted to a 4-seat bar-coach, 1964.

7548 converted to a 105-seat classroom car for Adelphi College, 9/1971, by removing 12 seats and installing a partition and teacher's room on one end. Converted back to a 117-seat coach, 10/1977. Used on Port Jefferson Branch.

7550 converted to a 4-seat bar-coach, 1965

Dispositions

7522 converted to a storage car and moved to Yard A, 1977. Moved to Holban Yard 1982.

7524 sold to Red Caboose restaurant and moved to Smithtown, NY.

7526 converted to alcohol car W85, 9/1978. **Scrapped on the Tail Track east of Hunterspoint Avenue station, Long Island City, 6/2005. Which one?**

7530 moved from storage in Corona Meadows to Yard A, 10/29/1979.

7533 moved from storage in Corona Meadows to Yard A, 10/26/1979.

7538 destroyed by fire at Richmond Hill Coach Yard, 5/1968.

7544 converted to alcohol car W86, 9/1978. **Scrapped on the Tail Track east of Hunterspoint Avenue station, Long Island City, 6/2005. Which one?**

7527, 7541, 7545, 7548 and 7549 stored in Morris Park Shop Yard, 9/1980, awaiting disposition.

#### 52-P74B1 DETAILS

##### Exterior

Lightweight, arch-roof locomotive-hauled buffet-coach; large, square paired windows; diaphragms; four-wheel trucks.

##### Interior

58-seat buffet-coach; 2/2 reclining seats; buffet on one end; ice air conditioning.

##### Modifications

Converted to 49-seat bar-coaches by removing buffet and reclining seats and installing a bar on one end and 3/2 vinyl seating in the rest of the car. Diaphragms replaced with safety chains. Undercar diesel generators were not installed, unlike the similar B&M cars, 32 volt system for lighting left intact.

##### General

Purchased 6/1962.

8551 ex-Bangor & Aroostook 150

8552 ex-Bangor & Aroostook 151

8553 ex-Bangor & Aroostook 152

#### 53-P74C DETAILS

##### Exterior

Heavyweight, clerestory-roof locomotive-hauled parlor car; six-wheel trucks; safety chains.

##### Interior

28-seat, 1 drawing room parlor car, seating 33; ice air conditioning; 28 revolving parlor seats; two lounge/toilets.

##### Modifications

2011:1 was renamed Hamptons, (date?). Renamed back to Montauk:2, 5/1960. 2012:1 was renamed The Hampton, 5/1960. Renamed back to Shinnecock:1, 6/1961. Safety glass in sealed windows and wood paneling installed in both cars, 1965.

##### General

Originally operated by the Pullman Company in parlor car service with no air conditioning. Conversion to ice air conditioning was completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
Virginia Dare	4/12/1934	Julia Ward Howe	5/8/1934

Sold to the Delaware, Lackawanna & Western, 12/31/1945. Sold to Long Island 10/1958 and 11/1958, respectively. Diaphragms were removed and cars were relettered Long Island but not repainted. Repainted, renumbered and renamed Long Island, 5/1960. Used as parlor cars until 9/1969, then withdrawn from service.

2011 ex- Delaware, Lackawanna & Western Virginia Dare

2012 ex- Delaware, Lackawanna & Western Julia Ward Howe

#### 54-P74D DETAILS

##### Exterior

Heavyweight, clerestory-roof locomotive-hauled parlor car; six-wheel trucks; safety chains; duplicate air brakes.

##### Interior

28-seat, 1 drawing room parlor car, seating 33; ice air conditioning; 28 revolving parlor seats; carpeted floors; large toilet at each end; individual seat lighting; double pane glass windows.

##### Modifications

2020 and 2029 received safety glass in sealed windows and wood paneling in 1965.

##### General

Originally operated by the Pullman Company in parlor car service, in Pennsylvania-standard Tuscan Red paint. Cars had no air conditioning but had four electric fans on the ceiling and cinder fins on the windows. Conversion to ice air conditioning was completed on the following dates:

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
Alpha	8/8/1933	James Wilson	8/16/1933
Ames	7/19/1933	Kanty	8/10/1933
Besco	8/15/1933	Karns	8/11/1933
Burgner	5/21/1935	Lane	8/17/1933
Curtis Bay	4/27/1933	Ledy	5/15/1935
Dora	5/11/1935	Smock	7/26/1933
Eaton	8/11/1933	Markel	8/10/1933
Fenns	7/19/1933	Noel	4/11/1934
Glade	8/29/1933	Peck	5/10/1935
Glen Osborne	5/5/1933	Quaker Valley	5/31/1933
Greer	3/22/1934	Robert R. Livingston	5/17/1933
Grove	5/24/1934	Rolfe	8/1/1933
Haines	4/17/1934	Spring Meadow	5/31/1933
Hazel Dell	5/15/1933	Trindle Spring	7/31/1933

Karns was renamed Susan B. Anthony, 5/31/1938.

Peck was renamed Elizabeth Cady Stanton and Smock was renamed Lucretia Mott, 4/30/1940.

All cars sold to the Pennsylvania on 12/31/1945 and leased back to Pullman until their leases were withdrawn on 10/1/1956, except Hazel Dell, 7/26/1956. Relettered Pennsylvania and numbers assigned in the 7000 series, but the Pullman Company names were kept, as follows:

<u>Car</u>	<u>New #</u>	<u>Car</u>	<u>New #</u>
Alpha	7054	Hazel Dell	7084
Ames	7055	James Wilson	7087
Besco	7060	Kanty	7089
Burgner	7065	Lane	7090
Curtis Bay	7067	Ledy	7091
Dora	7070	Lucretia Mott	7096
Eaton	7071	Markel	7097
Elizabeth Cady Stanton	7073	Noel	7100
Fenns	7074	Quaker Valley	7102
Glade	7079	Robert R. Livingston	7044
Glen Osborne	7080	Rolfe	7104
Greer	7081	Spring Meadow	7110
Grove	7082	Susan B. Anthony	7113
Haines	7083	Trindle Spring	7115

In 1961 the Pennsylvania began phasing out its ice air conditioned cars and the Long Island was able to purchase them for salvage prices. Cars 2013 to 2031 were purchased 3/1961, repainted, renumbered and renamed and were used as parlor cars from 5/1961 to 1968, then withdrawn from service. Cars 2039 to 2047 were purchased 3/8/1964, repainted, renumbered and renamed and were used as parlor cars from 5/1964 to 1968, then withdrawn from service.

2013 ex-Pennsylvania 7055-Ames	2027 ex-Pennsylvania 7087-James Wilson
2014 ex-Pennsylvania 7090-Lane	2028 ex-Pennsylvania 7113-Susan B. Anthony
2015 ex-Pennsylvania 7100-Noel	2029 ex-Pennsylvania 7091-Ledy
2016 ex-Pennsylvania 7065-Burgner	2030 ex-Pennsylvania 7096-Lucretia Mott
2017 ex-Pennsylvania 7074-Fenns	2031 ex-Pennsylvania 7097-Markel
2018 ex-Pennsylvania 7079-Glade	2039 ex-Pennsylvania 7044-Robert R. Livingston
2019 ex-Pennsylvania 7104-Rolfe	2040 ex-Pennsylvania 7067-Curtis Bay
2020 ex-Pennsylvania 7060-Besco	2041 ex-Pennsylvania 7070-Dora
2021 ex-Pennsylvania 7089-Kanty	2042 ex-Pennsylvania 7080-Glen Osborne
2022 ex-Pennsylvania 7054-Alpha	2043 ex-Pennsylvania 7083-Haines
2023 ex-Pennsylvania 7071-Eaton	2044 ex-Pennsylvania 7084-Hazel Dell

2024 ex-Pennsylvania 7073-Elizabeth Cady Stanton	2045 ex-Pennsylvania 7102-Quaker Valley
2025 ex-Pennsylvania 7081-Greer	2046 ex-Pennsylvania 7110-Spring Meadow
2026 ex-Pennsylvania 7082-Grove	2047 ex-Pennsylvania 7115-Trindle Spring

Dispositions

2020:1 Damaged in a derailment at East Hampton on 11/6/1966 and scrapped.

55-P74DL DETAILS

Exterior

Heavyweight, clerestory-roof locomotive-hauled parlor-lounge car; six-wheel trucks; safety chains; duplicate air brakes.

Interior

Vestibule on one end only; ice air conditioning; carpeted floors; two toilets; individual seat lighting; double pane glass windows.

2032: 41-seat parlor-lounge-solarium; 12 revolving parlor seats on vestibule end; 29 lounge chairs facing the aisle; large windows on lounge end; large windows in lounge end sheet and door; observation railing on either side of lounge end door.

2033, 2034: 41-seat parlor-lounge; 12 revolving parlor seats; 29 lounge chairs facing the aisle.

2035: 38-seat parlor-lounge; 12 revolving parlor seats; 26 lounge chairs facing the aisle.

2036: 34-seat parlor-lounge; 20 revolving parlor seats; 14 lounge chairs facing the aisle and two tables in the middle.

General

Built for the Pullman Company with the same names and configuration as on the Pennsylvania, in Pennsylvania-standard Tuscan Red paint. Originally had no air conditioning but had four electric fans on the ceiling and cinder fins on the windows. Conversion to ice air conditioning was completed on the following dates:

<u>Name</u>	<u>Date</u>	<u>Name</u>	<u>Date</u>
Alexander Hamilton	4/26/1933	Thomas Jefferson	4/27/1933
John Adams	4/25/1933	Westdale	8/24/1933
Plymouth Rock	8/9/1933		

All cars sold to the Pennsylvania on 12/31/1945 and leased back to Pullman until their leases were withdrawn on 10/1/1956:

<u>Car</u>	<u>New #</u>	<u>Car</u>	<u>New #</u>
Alexander Hamilton	7021	Thomas Jefferson	7022
John Adams	7030	Westdale	7052
Plymouth Rock	7020		

Alexander Hamilton was renamed Cornelius Hendrickson 8/10/1951.

In 1961 the Pennsylvania began phasing out its ice air conditioned cars and the Long Island was able to purchase them for salvage prices. Purchased 3/1961, repainted, renumbered and renamed and were used as parlor cars from 5/1961 to 1968, then withdrawn from service.

2032 ex-Pennsylvania 7020-Plymouth Rock

2033 ex-Pennsylvania 7021-Cornelius Henrickson

2034 ex-Pennsylvania 7022-Thomas Jefferson

2035 ex-Pennsylvania 7030-John Adams

2036 ex-Pennsylvania 7052-Westdale

56-P74EL DETAILS

Exterior

Heavyweight, modernized, arch-roof locomotive-hauled dining car; picture windows; six-wheel trucks.

Interior

48-seat cafe-diner with kitchen, tables and movable chairs; mechanical and ice air conditioning; vestibule on one end only; no toilets.

General

Ex-Lehigh Valley 1000. Built as a clerestory-roof, 18-seat baggage-club car with buffet, lounge with ten movable leather chairs and a cafe section with seating for eight. Rebuilt in 1929 as a full club car. The baggage section and doors were removed and four windows per side were installed. The original ten leather chairs were removed, and 38 new chairs were installed facing the aisle. The original eight seat cafe section with tables

remained. Rebuilt in 1953 as a 40-seat club-diner and modernized with an arch roof. Sold to the Long Island 8/16/1961 for use as a full diner on summer Montauk trains. Eight seats were added. Repainted, relettered and renumbered Long Island in 5/1962. Used as a diner from 5/1962 until 9/1964. Converted into a lounge car, 4/1965, by removing the kitchen and dining tables and moving chairs to the sides facing the aisle. Used as a lounge car from 5/1965 until 9/1969. Converted into a 25-seat parlor car and renamed Onteora:2, 3/1970, by removing the 48 chairs and installing revolving seats from a scrapped parlor car. Used as a parlor car from 5/1970 until 9/1970 only.

#### Disposition

Sold to an unknown person in Atlanta, GA, 1/1974. Installed on an isolated piece of track in front of the CSX Marietta, GA station as part of the American Flyer Café. Scrapped on location, 11/2009.

### 57-P80 DETAILS

#### Exterior

Lightweight, stainless steel locomotive-hauled coach; picture windows; safety chains; tight-lock couplers.

#### Interior

107-seat (529, 530) or 106-seat (531-543) coach; 3/2 reversible vinyl seating; mechanical air conditioning; vestibule at one end; one toilet.

#### Modifications

530 converted to a 24-seat bar-coach, 5/1968, with longitudinal seating and its toilet was removed.

#### General

These cars were sold about 6/1967 to the Pickens Railroad where they were rebuilt. Original reclining seats were replaced with high density seating, two of the three toilets were removed, end lounges were removed, and diaphragms were replaced with safety chains. The Long Island Purchased cars 2938, 3049, 3063, 3073, 3075, 3064, 3126, 3133, 3136 and 3149 in 10/1967. Cars 3005, 3067, 3101 and 3147 were Purchased 11/1967. Car 86-Samuel J. Tilden was Purchased 12/1967. These cars were nicknamed "Pickens cars" by Maintenance of Equipment personnel and "Silver Streak" by everyone else.

529 ex-New York Central 2938

530 ex-New York Central 86-Samuel J. Tilden

531 ex-New York Central 3005

532 ex-New York Central 3049

533 ex-New York Central 3063

534 ex-New York Central 3067

535 ex-New York Central 3073

536 ex-New York Central 3075

537 ex-New York Central 3064

538 ex-New York Central 3101

539 ex-New York Central 3126

540 ex-New York Central 3133

541 ex-New York Central 3136

542 ex-New York Central 3147

543 ex-New York Central 3149

### 58-P80A DETAILS

#### Exterior

Lightweight, smooth-side, locomotive-hauled sleeping car or sleeper-lounge; picture windows; four-wheel streamline trucks; safety chains; telephone antenna on roof (2051-2054, 2063).

#### Interior

32-seat 6 double bedroom-bar-lounge (2051-2054, 2063), 30-seat 4 double bedroom-4 compartment-2 drawing room sleeping car (2055-2058, 2062) or 13 double bedroom sleeping car (2059-2061); mechanical air conditioning; vestibule on one end.

#### General

Originally built for the Pullman Company. Sold to the Pennsylvania 7/1/1947 after court ordered cessation of parlor/sleeping car service. The Pennsylvania kept the same names on the cars and assigned numbers, but the numbers were never applied, being used for office use only. All were transferred to Penn Central, 2/1/1968, then sold to the Long Island 8/1968. They were pressed into service immediately as parlor cars, enabling the retirement of 13 heavyweight parlor cars. "Pennsylvania" on the letterboards were painted out with Tuscan

Red paint in 12/1968 but the old names remained. Repainted and renumbered Long Island in 5-6/1970, but not renamed. Names were applied to cars on various dates, as follows:

<u>Car</u>	<u>Date Named</u>	<u>Car</u>	<u>Date Named</u>	<u>Car</u>	<u>Date Named</u>
2051	6/24/1971	2056	7/7/1971	2060	7/7/1971
2052	6/10/1971	2057	6/18/1971	2061	6/24/1971
2054	6/18/1971	2058	6/24/1971	2062	6/22/1971
2055	5/10/1972	2059	6/23/1971	2063	6/18/1971

Car 2053 was assigned the name Peconic:2 but never actually received it. Diaphragms were removed when cars were repainted, except 2058.

2051 ex-Pennsylvania 8140-Spruce Falls

2052 ex-Pennsylvania 8135-Juniper Falls

2053 ex-Pennsylvania 8133-Hemlock Falls

2054 ex-Pennsylvania 8187-Maple Falls

2055 ex-Pennsylvania 8019-Imperial View

2056 ex-Pennsylvania 8009-Imperial Lawn

2057 ex-Pennsylvania 8010-Imperial Mantle

2058 ex-Pennsylvania 8013-Imperial Path

2059 ex-Pennsylvania 8002-Hamilton County

2060 ex-Pennsylvania 8003-Jefferson County

2061 ex-Pennsylvania 8004-Lake County

2062 ex-Pennsylvania 8018-Imperial Trail

2063 ex-Pennsylvania 8139-Pine Falls

#### Dispositions

2053 donated to National Museum of Transport, Kirkwood, MO.

2054 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1980.

2063 sold to Naporano Iron and Metal Company, Newark, NJ, 6/16/1977. Resold to Donald Jilson, Lowman, NY, 1978 and moved to Owego, NY. Moved to Tioga Transportation Museum, Flemingville, NY, 1980. Moved to Ontario Midland RR, Sodus (?), NY. Donated to Rochester & Genesee Valley Railroad Museum, Industry, NY, 1985 and moved there in 1986.

### 59-P80B DETAILS

#### Exterior

Lightweight, smooth-side, locomotive-hauled sleeping car; picture windows; four-wheel streamline trucks; safety chains.

#### Interior

24-seat 14 roomette-4 double bedroom sleeping car; mechanical air conditioning; vestibule on one end.

#### General

Built for the Kansas City Southern's premier train, the Southern Belle. Sold to the Long Island 8/1968 and Long Island numbers applied to vestibules only. Cars repainted Long Island 5/1971 (2050), 6/1971 (2049) and 8/1971 (2048). Diaphragms removed upon repainting, except 2049. 2049 was assigned the name Massapequa:2 and 2050 was assigned Mastic:2, but they never actually received them.

2048 ex-Kansas City Southern Job Edson

2049 ex-Kansas City Southern Leonor Loree

2050 ex-Kansas City Southern William Edenborn

#### Dispositions

All sold to Eric Tuman Demolition & Salvage Co.

### 60-P80C DETAILS

#### Exterior

Lightweight, streamlined, locomotive-hauled coach; picture windows; four-wheel trucks; diaphragms; heavily riveted exterior.

#### Interior

60-seat (8555-8557, 8563-8568, 8573), 62-seat (8554) or 74-seat (8558-8562) coach; 2/2 reclining seats; mechanical air conditioning; fluorescent lighting; vestibule on one end; four toilets; tile floors.

#### Modifications

Diaphragms replaced with safety chains during repainting in 1970. 8561 and 8562 converted to 108-seat coaches in 1972 by removing 2/2 reclining seats and installing 3/2 reversible seating.

General

74-seat coaches 237-Alexandria and 238-Baton Rouge, built for the original Southern Belle in 1940, were renamed Beaumont and Port Arthur (retaining the original car numbers) in 1948 to vacate their original names for use on new cars delivered that year to re-equip the Southern Belle. 62-seat divided coach 239 and 60-seat coaches 241-244 were part of the postwar order to re-equip the Southern Belle.

Most Kansas City Southern lightweight coaches were renumbered as shown below, with named cars losing their names when renumbered:

<u>Car</u>	<u>Date</u>	<u>Ex</u>	<u>Car</u>	<u>Date</u>	<u>Ex</u>
251	11/1962	239-Kansas City	259	12/1963	237-Beaumont
252	12/1962	241-Shreveport	260	1/1964	242-Alexandria
253	11/1962	244-New Orleans	261	6/1964	247
254	11/1962	243-Baton Rouge	262	10/1964	246
255	9/1963	234-Pittsburg	263	6/1964	248
256	10/1963	235-Joplin	264	11/1964	245
257	8/1963	236-Texarkana	265	6/1965	250
258	8/1963	238-Port Arthur	266	6/1965	249

All sold to the Long Island 8/1968, except #260 which was sold 2/1969. Operated in Kansas City Southern Paint during 1968 and 1969. Long Island numbers applied only to inside of vestibule. Cars repainted and renumbered Long Island in 1970.

8554 ex-Kansas City Southern 251	8562 ex-Kansas City Southern 259
8555 ex-Kansas City Southern 252	8563 ex-Kansas City Southern 261
8556 ex-Kansas City Southern 253	8564 ex-Kansas City Southern 262
8557 ex-Kansas City Southern 254	8565 ex-Kansas City Southern 263
8558 ex-Kansas City Southern 255	8566 ex-Kansas City Southern 264
8559 ex-Kansas City Southern 256	8567 ex-Kansas City Southern 265
8560 ex-Kansas City Southern 257	8568 ex-Kansas City Southern 266
8561 ex-Kansas City Southern 258	8573 ex-Kansas City Southern 260

Dispositions

8564 sold to Charles Conrad, Raytown, MO, 1976. Leased to Smokey Hill Railway & Historical Society, Shawnee Mission, KS.

8573 stored in Morris Park Shop Yard, 9/1980, awaiting disposition.

61-P80D DETAILS

Exterior

Lightweight, stainless steel locomotive-hauled coach; picture windows; safety chains; four-wheel trucks.

Interior

50-seat (8570) or 56-seat (8569, 8571, 8572) coach; 2/2 reclining seats; mechanical air conditioning; vestibule at one end; two toilet/lounges.

General

Sold to the Long Island 1/1969. Diaphragms removed and safety chains installed upon arrival. Cars repainted Long Island 1970, names removed 3/1970 (8570), 2/1972 (8571) and 12/1972 (8569). Car 8572 kept its name until the end of service. These were the only named coaches ever operated by the Long Island.

8569 ex-Florida East Coast Boynton

8570 ex-Florida East Coast Homestead

8571 ex-Florida East Coast Bunnell

8572 ex-Florida East Coast Titusville

62-P80E DETAILS

Exterior

Lightweight, stainless steel locomotive-hauled sleeping car; picture windows; safety chains; four-wheel trucks.

Interior

22-seat 14 roomette-4 double bedroom (2065-2071) or 26-seat 6 section-6 roomette-4 double bedroom (2074-2080) sleeping car; mechanical air conditioning; vestibule on one end only.

General

Cars transferred to Penn Central 2/1/1969, sold to Long Island 9/1969. Operated in New Haven/Penn Central colors for 1970 summer season. Cars repainted, renumbered, renamed and diaphragms replaced with safety chains on various dates, as follows:

Cars 2069 and 2080 never had their roofs repainted from New Haven/Penn Central black to platinum mist. Car 2074 was never painted Long Island; it was kept at Morris Park for use as a parts car for the others. Car 2080 never had Long Island painted on letterboards.

2065 ex-New York, New Haven & Hartford 512-Manomet Point  
2066 ex-New York, New Haven & Hartford 520-Race Point  
2067 ex-New York, New Haven & Hartford 525-Stratford Point  
2068 ex-Penn Central 4223-City Point, nee-NYNH&H 503-City Point  
2069 ex-New York, New Haven & Hartford 518-Pond Point  
2070 ex-New York, New Haven & Hartford 506-Goshen Point  
2071 ex-Penn Central 4229-Long Point, nee-NYNH&H 509-Long Point  
2074 ex-New York, New Haven & Hartford 532-Nantasket Beach  
2075 ex-New York, New Haven & Hartford 536-Monument Beach  
2076 ex-New York, New Haven & Hartford 527-Bailey's Beach  
2077 ex-New York, New Haven & Hartford 529-Grove Beach  
2078 ex-New York, New Haven & Hartford 531-Matunuck Beach  
2079 ex-New York, New Haven & Hartford 528-Crescent Beach  
2080 ex-New York, New Haven & Hartford 535-Rocky Neck Beach

#### Dispositions

2066 sold to Eric Tuman Demolition & Salvage Co., 6/1976, for scrap.  
2067 sold to Naporano Iron and Metal Company, Newark, NJ, 7/6/1977, for scrap. Resold to Geoffrey Knees, Wilton, CT, 1980-81. Currently stored at Danbury Railway Museum, Danbury CT.  
2069 sold to Ringling Brothers/Barnum & Bailey Circus Co., Venice, FL, 1976.  
2071 sold to Naporano Iron and Metal Company, Newark, NJ, 7/6/1977, for scrap.  
2075 sold to Ringling Brothers/Barnum & Bailey Circus Co., Venice, FL, 1976 and renumbered 243.  
2076 sold to Eric Tuman Demolition & Salvage Co., 6/1976, for scrap. Resold to the Delaware Otsego System, 8/1977, no number, but renamed Lake Wallenpaupack.  
2077 sold to Eric Tuman Demolition & Salvage Co., 6/1976, for scrap. Resold to Robert Rendelman for a residence in Silver Spring, MD. Donated to Nature Conservancy. Resold to Ken Bitten, Stewartstown, PA.

### 63-P80F DETAILS

#### Exterior

Lightweight, streamlined, locomotive-hauled lounge car; picture windows; four-wheel trucks; telephone antenna on roof; diaphragms.

#### Interior

50-seat club-lounge; venetian blinds on windows; mechanical air conditioning; two toilets; no vestibules.

#### Modifications

2072 had its diaphragms replaced with safety chains when repainted.

#### General

Sold to the Long Island 8/26/1969 and immediately put into parlor car service. Repainted, renumbered and renamed Long Island 7/6/1971 (6207) and 4/9/1971 (6208).

2072 ex-Union Pacific 6207

2073 ex-Union Pacific 6208

#### Dispositions

2072 sold to Naporano Iron and Metal Company, Newark, NJ, 6/10/1977, for scrap.

2073 stored in Morris Park Shop Yard awaiting disposition, 9/1980.

### 64-P80G DETAILS

#### Exterior

Lightweight, streamlined, locomotive-hauled, flat-end observation car; picture windows; four-wheel trucks; diaphragms; electric markers.

#### Interior

48-seat tavern-lounge-observation; mechanical air conditioning; vestibule on non-observation end; venetian blinds on windows.

#### General

Built for the Delaware, Lackawanna & Western for use on the "Phoebe Snow". Transferred to Erie-Lackawanna 10/30/1960 and sold to the Long Island 6/14/1970. Immediately put into parlor car service. Repainted, renumbered and renamed Long Island 3/7/1971 (789) and 7/7/1971 (790). Car 2081 was used as the South Shore Club car from 6/1976 to 11/14/1977.

2081 ex-Erie-Lackawanna 789

2082 ex-Erie-Lackawanna 790

#### Dispositions

Both cars transferred to Conrail's Metropolitan Region, 1/1981, for use on Harlem and Hudson Line trains. Transferred to Metro-North Commuter, 1/31/1983, after disposal of commuter operations by Conrail. Cars renumbered MN-1 and MN-2, respectively (?) and remain in Metro-North inspection train service to date.

### 65-P80H/P80J DETAILS

#### Exterior

Lightweight, smooth-side, locomotive-hauled coach; picture windows; four-wheel trucks; electric markers.

#### Interior

83-seat coach (68 reclining, 15 reversible); 2/2 seating; mechanical air conditioning; vestibule on one end; one toilet.

#### General

Built for the Delaware, Lackawanna & Western as 68-seat coaches with two toilet/lounges for "Phoebe Snow" and "Westerner-New Yorker" service. Transferred to Erie-Lackawanna, 10/30/1960, after merger with the Erie. Used by Erie-Lackawanna until end of passenger service, 1/4/1970. Sold to the Metropolitan Transportation Authority on dates shown below:

<u>PC #</u>	<u>EL #</u>	<u>DL&amp;W #</u>	<u>Date Sold</u>	<u>PC #</u>	<u>EL #</u>	<u>DL&amp;W #</u>	<u>Date Sold</u>
2180	1307	307	1/1971	2187	1317	317	1/1971
2181	1310	310	4/1971	2188	1318	318	1/1971
2182	1311	311	2/1971	2190	1320	320	1/1971
2183	1312	312	1/1971	2191	1321	321	1/1971
2184	1314	314	3/1971	2192	1323	323	1/1971
2185	1315	315	3/1971	2193	1324	324	2/1971
2186	1316	316	1/1971	2194	1325	325	4/1971

Operated by Penn Central, Metropolitan Region, for use on Upper Harlem Line and Upper Hudson Line trains. The MTA replaced the two toilet/lounges with one small toilet and added 15 seats (three rows of 3/2 vinyl reversible seats). Cars repainted, renumbered and relettered MTA with M/Central logos. Used from 1/1971 until 5/1974, when they were transferred to the Long Island. Cars were not renumbered for Long Island service. Used from 6/1974 until 5/1976. Only cars 2182 and 2194 were repainted Long Island.

#### Dispositions

2180 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.

2181 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.

2182 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 6/1977, and renumbered 8305.

2183 sold to Delaware & Hudson, 12/17/1976, and renumbered 35.

2184 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 1977, and renumbered 8303.

2185 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1976, and renumbered 8300.

2186 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.

2187 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1976, and renumbered 8301.

2188 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 1977, and renumbered 8302.

2190 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.

2191 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.

2192 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976. Resold to Railroad Passenger Cars, Inc., Baltimore, MD, 6/1977, but wrecked in a derailment while in transit at Metuchen, NJ, 6/22/1977.

2193 sold to Eric Tuman Demolition & Salvage Co., 12/17/1976.

2194 sold to Railroad Passenger Cars, Inc., Baltimore, MD, 1976, and renumbered 8304

#### 66-PB54/PB54A/PB54B/PB54C DETAILS

##### Exterior

Clerestory-roof locomotive-hauled combine; porthole windows in end sheets; diaphragm on coach end only (619-626) or both ends (627-631); standard P54-type trucks (619-627) or interurban-type trucks (628-631).

##### Interior

53-seat baggage-coach; 2/2 rattan reversible seats; one toilet; 18' baggage section; double sliding end doors (619-626) or single sliding end door (627-631); window screens in summer.

##### Modifications

619-626 converted into baggage cars in 1951, same class, by removing seats and baggage/coach section partition and covering windows with steel sheets.

Safety chains replaced diaphragms, 1954-55.

##### General

After 11/1950 Kew Gardens wreck, all PB54s and PB54As were prohibited from the ends of trains due to thin collision posts.

##### Dispositions

One car of this class sold/donated to Central Islip State Hospital 19?? and renumbered 01.

#### 67-PB57 DETAILS

##### Exterior

Arch-roof locomotive-hauled combine; porthole windows in end sheets; five roof ventilators; diaphragms; lightweight trucks.

##### Interior

54-seat baggage-coach; 2/2 plush reversible seats; one toilet; single sliding end door; 19' baggage section with wooden floor and one window per side; aluminum baggage doors.

##### Modifications

Vinyl replaced plush seating in 1951. Diaphragms replaced with safety chains and electric markers installed, 1954-55.

##### Modernization

3/2 vinyl reversible seating for 64; recessed incandescent lighting; smaller roof vents; heavier baggage doors with porthole windows; four electric fans on ceiling; modified heating.

##### General

7612 was the last PB57 in regular service.

#### 68-PP70 DETAILS (809-818)

##### Exterior

High, clerestory-roof locomotive-hauled parlor car; square windows in end sheets; diaphragms; heavy belt rails under windows; end gates; heavy center sills.

##### Interior

26-seat parlor car; individual revolving parlor seats; two large restrooms with flush toilets; water raising system; water cooler; porter's room next to men's room; hinged end doors; window screens in summer.

##### PP70 DETAILS (819-828, 830-833)

##### Exterior

Clerestory-roof locomotive-hauled club car; porthole windows in end sheets; diaphragms; regular size belt rails under windows; end gates; heavy center sills.

##### Interior

50-seat club car; wicker chairs facing the aisle; two large restrooms with flush toilets; water raising system; water cooler; porter's room next to men's room; hinged end doors; window screens in summer.

##### Modifications

Safety chains replaced diaphragms and electric markers added, 1953-54.

809, 810, 812-814 converted into 84-seat coaches, class P70A, in 1925-26 by removing the 26 revolving parlor seats and porter's room and installing plush 2/2 reversible coach seating. Square windows in end sheets blanked, 1930s and 1940s.

811, 816-818 converted into 50-seat club cars, class P70, in 6/1925 by removing the 26 revolving parlor seats and installing 50 wicker chairs, 25 per side, facing the aisle. The cars received names as follows:

811 Oyster Bay:2

817 Nassau:2

816 Syosset:1

818 South Shore:2

811 equipped with an ice air conditioning system about 1934 and was the first air conditioned revenue car.

815-818 had the square windows in end sheets blanked, 1930s and 1940s.

817 and 818 converted into 84-seat coaches, 7/30/1942, by removing the 50 wicker chairs and porter's room and installing plush 2/2 reversible coach seating. Car names were removed, as well as from 811 and 816, and numbers were reapplied to sides of cars.

811 and 816 had their wicker chairs replaced with leather chairs in 1950.

815:1 converted into a business car, class BUS, in 12/1925 by completely rebuilding the interior with various rooms, adding an observation platform, renumbered 2000:1 and named Montauk:1. Four-wheel trucks replaced with six-wheel roller bearing trucks about 1934. Ownership transferred to the Pennsylvania 1/1941. Ice air conditioning installed at Altoona Car Shop 10/1941. Renumbered 7532 and name removed 7/30/1942. Purchased back from the Pennsylvania 7/8/1949 for \$26,434 and used as a business car again until 1961. Named Jamaica:1 and repainted light gray with white roof in 1952. Repainted dark gray with black roof and light blue window stripe in 1962. Used as a 30-seat lounge-observation car on rear ends of Montauk parlor car trains during summer seasons from 1962 to 1967.

819-833 converted into 84-seat coaches, class P70B (819-826) or P70C (827-833), by removing the 50 wicker chairs and porter's room and installing plush 2/2 reversible coach seating.

818 converted back into a 50-seat club car, named South Shore:3 (name not applied to car sides), 6/1949, by removing coach seating, installing leather chairs facing the aisle and enlarging one toilet for a porter's room.

#### General

821 was the last P70 in service.

#### Dispositions

810 was saved for preservation but was scrapped at Richmond Hill Coach Yard.

821 donated to Kentucky Railway Museum, Louisville, KY, 4/23/1976.

2000:1 donated to Wantagh Historical Society, Wantagh, NY, 10/25/1967.

#### 69-T54/T54A/T54B DETAILS

##### T54 Exterior

Arch-roof multiple-unit trailer coach; slightly higher than all other arch-roof cars; safety chains; five roof ventilators; lightweight trucks; manual side doors controlled from handles on collision posts; porthole windows in end sheets; automatic air hose couplers; multiple-unit jumpers.

##### T54 Interior

80-seat coach; 2/2 rattan seating; electric underseat heating; no baggage racks; no toilets; bare bulb lighting; no armrests on seats; single sliding end doors.

##### T54 Modifications

Pneumatic doors replaced manual doors in 1920s.

##### T54 Modernization

3/2 reversible vinyl seating for 88; baggage racks; one toilet installed; baseboard steam heating; pneumatic doors changed to manual.

##### T54A Exterior

Same as T54.

##### T54A Interior

Same as T54 except no heating or lighting.

##### T54A General

These cars were immediately put into locomotive-hauled service on troop trains to and from Camp Upton due to the serious coach shortage. There was no heat and only temporary kerosene lamps on the ceiling. About 1922 these cars were equipped with electric wiring and multiple-unit jumpers, bare bulb lighting, underseat heating and pneumatic side doors for their intended multiple-unit service. These were the first all steel locomotive-hauled cars on Long Island.

##### T54B Exterior

Arch-roof multiple-unit trailer coach; safety chains; five roof ventilators; lightweight trucks; pneumatic side doors; porthole windows in end sheets; automatic air hose couplers; multiple-unit jumpers.

##### T54B Interior

Same as T54.

#### T54B Modifications

507 converted into a locomotive-hauled coach, class P54D, during modernization by replacing electric d.c. lighting with 32-volt a.c., steam heat replaced electric and renumbered into the 7000 series.

837, 866, 868, 891 and 917 converted into blind motors, class MP54T, in 1951 using parts from scrapped or wrecked MP54A class cars. This conversion, and renumbering into the 1000 series, was done as an experiment to surplus multiple-unit trailers.

921 converted into a locomotive-hauled coach, class P54D, during modernization by replacing electric d.c. lighting with 32-volt a.c., steam heat replaced electric and renumbered into the 7000 series.

6508 converted into a 4-seat bar-coach with a counter, 1/1964, becoming the only multiple-unit bar car. (Originally a 32-seat bar-coach? It was 4-seat by 1969.)

#### T54B Modernization

3/2 reversible vinyl seating for 91; baggage racks; one toilet installed; baseboard heating replaced underseat heating; recessed incandescent lighting in ceiling.

#### T54B General

493 was the last unmodernized multiple-unit trailer in service. 507 was the last car modernized. 922 was the last car modernized (?). 1012:2 was the last MP54T in service.

#### Dispositions

980 wrecked at Central Islip, 1/1918.

7921 saved for preservation and stored until 4/1976. Repainted Tuscan Red with black roof and gold leaf lettering and renumbered back to 921 for use on Heritage Train from 5/1976 to 8/1976. Stored on Track 1, Flatbush Avenue from 8/1976. Donated to Long Island Convention and Visitor's Bureau, (date?), and moved to visitor information center on the south side of the Long Island Expressway between Exits 51 and 52 in Dix Hills, NY.

#### 69A-T39/T39A/TB39 DETAILS

##### Exterior

xxxxxxxxxxxx.

##### Interior

xxxxxxxxxxxx.

##### General

xxxxxxxxxxxx.

##### Disposition

xxxxxxxxxxxx.

#### 70-T62 DETAILS

##### Exterior

Balloon-roof double deck multiple-unit trailer coach; two rows of seven roof ventilators; safety chains; Pennsylvania-type suburban trucks; 68' car length.

##### Interior

120-seat coach; 2/2 plush stationary seating; recessed incandescent lighting; baggage racks; single sliding end doors; no toilet.

##### General

This was the first all-aluminum railroad car produced.

##### Disposition

Saved for preservation and stored. Donated to Suffolk County, 12/1974, and moved to Suffolk County Airport siding at Westhampton. Relocated to Riverhead, 1979. Donated to Railroad Museum of Long Island, Riverhead, NY, 1990.

#### 71-T70 DETAILS

##### Exterior

Balloon-roof double deck multiple-unit control trailer coach; large, single headlight; porthole windows in end sheets; large, square window in storm door; eight roof ventilators; safety chains; double-deck trucks with third rail shoes; no motors; motor-generator set for lighting; 80' 8<sup>3</sup>/<sub>4</sub>" car length.

##### Interior

132-seat coach; 2/2 plush stationary seating; recessed incandescent lighting; public address system; centralized door control; baggage racks; one toilet.

Modifications

Converted to multiple-unit trailer, same class, in 1958 by removing head end controls and headlights and windows in end sheets painted over.

72-T70A DETAILS

Exterior

Balloon-roof double deck multiple-unit control trailer coach; large, single headlight; porthole windows in end sheets; large, square window in storm door; eight roof ventilators; safety chains; double-deck trucks with third rail shoes; no motors; motor-generator set for lighting; 80' 8<sup>3</sup>/<sub>4</sub>" car length.

Interior

132-seat coach; 2/2 plush stationary seating; recessed incandescent lighting; air conditioned; public address system; centralized door control; baggage racks; one toilet.

Modifications

Converted to control motors, class MP70A, in 1948 and renumbered 1337-1340. Reclassified MP70Ac as automatic speed control apparatus was installed in 1951. 1337, 1338 and 1340 converted to blind motors, class MP70AT, in 1958 by removing head end controls and headlights.

General

These cars were delivered without motors due to a strike at Westinghouse.

73-T72 DETAILS

Exterior

Arch-roof multiple-unit trailer coach; porthole windows in side doors; safety chains; pneumatic side doors; centralized door control.

Interior

123-seat coach; 3/2 reversible vinyl seating; air conditioned; fluorescent lighting; baggage racks; baseboard heating; no toilet; single sliding end doors with square windows; window shades.

Modifications

Converted to push-pull coaches, class T72A, on dates listed below. Third rail shoes and shoe beams removed, automatic air hose couplers replaced with standard hoses, reversible seating made stationary and window shades were removed. Heating, lighting and air conditioning provided by power unit at 600 volts d.c..

Reclassified PT72 and then PT72A.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
2801	5/1972	2816	11/1971	2831	6/1971
2802	3/1972	2817	9/1971	2832	9/1971
2803	5/1972	2818	7/1971	2833	6/1971
2804	5/1971	2819	7/1971	2834	11/1971
2805	9/1972	2820	6/1971	2835	5/1971
2806	10/1971	2821	10/1971	2836	4/1971
2807	2/1972	2822	5/1971	2837	6/1971
2808	8/1972	2823	8/1971	2838	7/1971
2809	9/1972	2824	5/1971	2839	10/1971
2810	11/1971	2825	8/1971	2840	4/1971
2811	9/1971	2826	6/1971	2841	6/1971
2812	7/1971	2827	8/1971	2842	5/1971
2813	12/1971	2828	7/1971	2843	11/1971
2814	5/1971	2829	9/1971	2844	9/1971
2815	10/1971	2830	5/1971		

2836 was the first car outshopped.

2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841 and 2843 had one toilet installed, reducing seating capacity to 118.

Cars 28??, 28??, 28??, 28?? and 28?? had public address systems installed, 9/1980, as an experiment, operated by a standard door key.

2840 converted to a 63-seat bar-coach, 1976. Converted back to 123-seat coach, 1980s?.

2829 and 2833 converted to bar cars on date shown below, same class, by removing all seats and installing a bar on one side of car.

<u>Car</u>	<u>Date</u>	<u>Car</u>	<u>Date</u>
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2829 7/1985 2833 10/1985

All cars (except 2812) had their former reversible seats replaced with M1-style seats, 1980s.

Dispositions

All cars sold to Mid Atlantic Rail Car Co, Stewartstown PA, 1998 and leased back until withdrawal from service.

2804 sold to New Hope & Ivyland RR, New Hope, PA.

2805 sold to New Hope & Ivyland RR, New Hope, PA.

2816 sold to New Hope & Ivyland RR, New Hope, PA.

2817 sold to New Hope & Ivyland RR, New Hope, PA.

2820 sold to New Hope & Ivyland RR, New Hope, PA.

2826 sold to New Hope & Ivyland RR, New Hope, PA.

2827 wrecked when train #657 struck a disabled tractor-trailer on the Park Avenue grade crossing east of Huntington Station and derailed, 8/25/1988.

2829 scrapped by Hub Scrap Metals LLC at White Plains, MD.

2832 shipped from Long Island 1/30/1999 to Greenville NJ for scrapping.

2834 sold to New Hope & Ivyland RR, New Hope, PA.