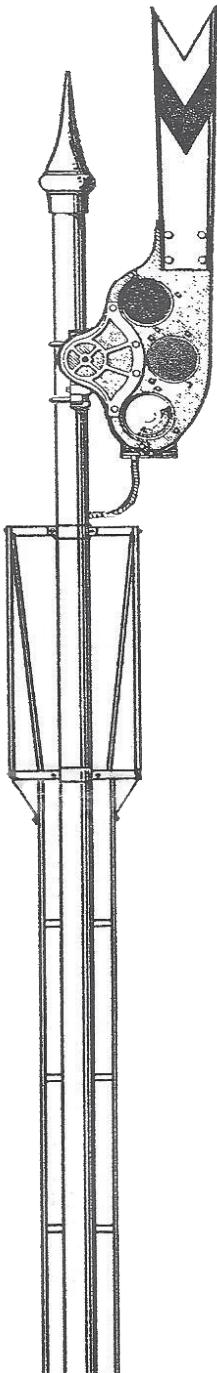




SEMAPHORE



January 2026



The first membership meeting of the new year will be held on January 16, 2026, at 8:00 PM eastern time. This meeting will be in person at the historic Van Bourgondien House, 600 Albin Avenue, West Babylon. This meeting will also be available on Zoom® for our out of town members; see page 2 of this newsletter for full details of this meeting and the scheduled presentation "Celebrations 2025".

It is wintertime and there is always the chance that inclement weather will rear its snowy head! If the Babylon Public Schools are closed due to snow on the meeting day, the in person meeting segment at the Van Bourgondien House will not occur. Our meeting will be conducted entirely on Zoom® (see page 2). The safety of our members is the paramount concern for this policy.

January 24 and 25, 2026: The Amherst Railroad Society sponsors an annual Railroad Hobby Show that has become the largest such show in the United States, spreading over four buildings. This show is held at the Big 'E' Exposition Center which is located at 105 Memorial Avenue in East Springfield, Massachusetts. The show runs from 9:00 AM - 5:00 PM on Saturday and from 10:00 AM to 4:00 PM on Sunday. While there is a heavy model railroad presence there, many of the tourist railroads and trolley museums in the Northeast have a presence there along with various technical and historical societies. For full information, advance tickets and a list of the exhibitors, click this link: www.RailroadHobbyShow.com.

April 23, 2026: The Long Island Sunrise Trail Chapter NRHS will be sixty years old on this date. We have several items in the planning stages to celebrate this event.

It's that time of year again! The holidays have passed and the gloom of winter has arrived. It is also the renewal season for your membership in the Long Island Sunrise Trail Chapter NRHS! See page 3 of this issue of the SEMAPHORE for your renewal form. If you have a National membership that needs renewal, or wish to join the National organization, visit their website using this link: <https://secure.nrhs.com/forms/join-and-renew>.

**For Regular updates and other important information,
visit the LIST Chapter website at:**

LIST-NRHS.org

Our Chapter's mailing address is:

LIST-NRHS

PO Box 507

Babylon NY 11702-0507



*The Publication of the
Long Island - Sunrise Trail Chapter
of the
National Railway Historical Society*



LOG IN INFORMATION FOR THE JANUARY 2026 MEMBERSHIP MEETING

Persons entering either this electronic meeting or the physical meeting room agree to not record any or all part of the presentation without the express written permission of the Long Island Sunrise Chapter NRHS, the host/producer and the presenter. Violations of this agreement could result in criminal and/or civil penalties. Thank you for your cooperation. Want to get in contact with a presenter? We will be happy to facilitate that.

The January membership meeting of the Long Island Sunrise Trail Chapter NRHS will take place at

8:00 PM on Friday January 16, 2026
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704



Some selections from the presentation.

Chapter President Ed Koehler is also an active member of the Lackawanna and Wyoming Valley Chapter, NRHS. He was challenged to create a cogent presentation that featured a Congressman from Connecticut with a big scissor, members of the L&WV Chapter, a small West Virginia mountain town, a polka based song, and NFL cheerleaders. And, of course, it had to have trains and trolleys! There is a good chance something 'Terrible' might happen! The result of the above parameters resulted in an entertainment for our meeting is entitled CELEBRATIONS 2025. Come see if Ed achieved his goal.

Friday, January 16, 2026 at 8:00 PM eastern, **7:00 PM** central: The January Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society

To attend the LIST-NRHS Membership Meeting, please click this link:

<https://us06web.zoom.us/j/85031107491?pwd=yVDatMslj8zbEXEsK7WgyPqbQQ5kjW.1>

Meeting ID: 850 3110 7491 Passcode: 343642

- * * *

Do note that your normal internet or cell phone charges may apply.

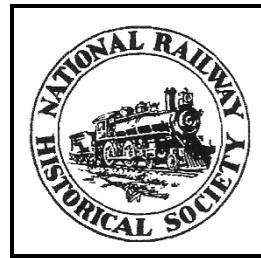
If you have any questions, please email your Chapter President Edward Koehler at EdwardMKoehler@NYC.RR.COM but remember Email service ends at 3:00 PM on the meeting date.

- * * *



**LONG ISLAND SUNRISE TRAIL
CHAPTER
NATIONAL RAILWAY HISTORICAL
SOCIETY**

Founded in 1966



2026 CHAPTER MEMBERSHIP DUES NOTICE

The annual dues for the year 2026 for the Chapter are now due and payable by January 1, 2026.

The annual dues for membership in the Long Island Sunrise Trail Chapter are	\$20.00
The annual dues for a family member in the Long Island Sunrise Chapter are	\$ 1.00

We would like to remind you that your Chapter is recognized by the Internal Revenue Service as an IRC 501(c)(3) charitable organization, which means donations to this Chapter are tax deductible to the extent of tax regulations.

Total Dues Amount Enclosed	\$ _____
Donation	\$ _____

Total Remittance	\$ _____
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Please return your remittance and this form to:

**Alan Mark, Treasurer
Long Island Sunrise Trail Chapter NRHS
111 Greenbelt Parkway
Holbrook, New York, 11741-4439**

Do not use this mailing address for any payment other than dues renewals. Do not send your dues to the Babylon Post Office Box. Thank you!

Renewal **New Member**

Name of member _____

Name of family member (if there is a family member) _____

Street, City, State and Zip Code _____

Telephone () _____

Email address _____

Please provide your email address, while the SEMAPHORE will continue to be distributed by mail, we regularly send additional items via email.

We need your mailing address to make sure our SEMAPHORE mailing labels are correct.

Please note that dues for the National organization are separately payable and you should have already received an email notice for their payment. To join or renew your National membership, click this link: [Join and Renew](#).

LIST Publications ORDER FORM*The following price list is for LIST members only!*

# _____	LIRR 2026 calendar NEW!!!	@\$8 each Total _____
# _____	LIRR 2025 calendar (in short supply!)	@\$8 each Total _____
# _____	175 th AND 185 th LIRR Anniversary Journals	@\$7 for BOTH Total _____
# _____	The LIRR drawings of Vincent Quattroche	@\$10 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by Fagerberg & Koehler *	@\$27 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison *	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison *	@\$18 each Total _____
# _____	LIRR 1925-1975 by Dave Morrison *	@\$18 each Total _____
# _____	LIRR Morris Park Shops by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison *	@\$18 each Total _____
# _____	LIRR Port Washington Branch D. Morrison *	@\$18 each Total _____
# _____	LIRR Stations by Dave Morrison *	@\$18 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 2 *	@\$48 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 5 *	@\$48 each Total _____

* Less than five in stock and they are no longer available from the publisher.

Shipping for 1 Calendar is \$4.00, \$5.00 for two Calendars. Shipping for 1 book is \$5. Shipping for both Bob Sturm's books is \$15. Shipping for other extra books, please email Chapter Secretary Christine Quigley at CSQuigley@optonline.net for the shipping costs. NY State Residents, add 8.75% sales tax to the total of the merchandise AND the shipping.

Book orders should be sent to LIST-NRHS; Post Office Box 507; Babylon, New York, 11702-0507

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit IRC 501 (c)(3) educational organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507.

CHAPTER HAPPENINGS

A big thank you to Mary Cascone, the Town of Babylon Historian for hosting your Chapter at our annual visit to the Old Town Railroad model train exhibit at the Old Town Hall Museum in Babylon. Our thanks extend to the volunteers who helped to create this layout; Jason Cascone, Harry Messler, Gilda Gricka, Renee Leane, Donna Consola, Christine Quigley, June Cullinane, and Kaitlin Incandela. Needless to say, it was a fun night out for all in attendance.

At the December meeting, as is our practice we made several donations to other groups here on Long Island. Long Island Cares – the Harry Chapin Food Bank, the New York City Transit Museum, the Oyster Bay Railroad Museum, the Lindenhurst Railroad Station Museum, the Railroad Museum of Long Island, and the Babylon Town Historical Society.



President Koehler presenting our donations to the (Left to Right) the Railroad Museum of Long Island, the Oyster Bay Railroad Museum, and the Babylon Town Historical Society.

Thank you also to Don Fisher of the Railroad Museum of Long Island for providing their audio visual cart which made the Zoom® broadcast from the Old Town Hall Museum possible. Thanks to the Babylon Citizens Council on the Arts (BACCA) for providing internet access to the Chapter. Finally, to Treasurer Alan Mark and Secretary Chris Quigley for handling the refreshments.

Thank you to Neil Feldman for taking over the duties of broadcasting the tour of the model railroad on Zoom®. Your president normally does this, but recent knee replacement surgery got in the way this year. Thanks to Mrs. President, Melissa Berkowitz-Koehler for driving Ed to and from the meeting.

Chapter Secretary Chris Quigley has donated her late husband Steve's former Bellmore grade crossing shanty to the Railroad Museum of Long Island; it has been moved to their Riverhead location. Several LIST-NRHS members participated in the move which we understand will be fully covered in an upcoming issue of the museum's newsletter, POST BOY.

Recently your Chapter had an excursion to Port Jervis and the railroad museum located there. From an email forwarded by Bob Grant, the City of Port Jervis has notified TOYX (the museum organization) that all leases, subleases, and agreements covering the Erie Turntable property will be terminated effective July 26, 2026 so the property can be sold for redevelopment. The museum's twenty-seven pieces of rolling stock will be relocated in the coming months. Let us hope that this museum and its fine collection survive this event.

The December 9, 2025, issue of the TRAINS digital newsletter had a nice feature article on a volunteer at the Black River and Western Railroad. It was none other than our own board member Joesph Costa. In this article Joe talks about his involvement in railroad preservation which includes the Railroad Museum of Long Island, the Oyster Bay Railroad Museum, and the aforementioned Black River and Western. It is a nice article and worth your time. Thanks to member Paul Greer for sending me a link to it.

Tim Van Sant has a photo request: "I worked as the announcer for Amtrak and New Jersey Transit in Penn Station from 1983 to 1990. I am looking for a photo of the old elevated 'fishbowl' announcing booth that was between the west gates of tracks 9 & 10 and 11 & 12 in the waiting room." If you have the image and are willing to share it, please advise President Koehler at EdwardMKoehler@NYC.RR.COM. Thank you.

New member and retired LIRR engineer Ralph Masi also has a photo request. He remembers that certain Montauk and Greenport trains during the latter part of the GP38-2 era (late 1990's) displayed American flags from holders on the locomotive. He stated that due to clearance reasons these flags would be removed as the train got closer to Jamaica. He is asking if anyone has pictures of the flags flying from either a locomotive or a power car that they would be willing to share with him. If you have the image and are willing to share it, please advise President Koehler at EdwardMKoehler@NYC.RR.COM. Also, if anyone can confirm this flag use we would like to hear from you. Thank you.

We might be a little delayed with some of these names, but we are trying to get back on track. The Long Island Sunrise Trail Chapter, National Railway Historical Society welcomes Jason Antos, Ralph DiMasi, Tony Fitzherbert, Timothy Hosey, Walter Marczewski, and Ronald Schepf on board as new members.

We understand that Skip Meinhold has been seriously under the weather recently but is now on the mend. We hope to see you back at the Lindenhurst Railroad Station Museum in the near future.

THE LONG ISLAND RAIL ROAD MODELER BY MIKE BOLAND

THIS MONTH'S FEATURE: MODELING A FOUR-CAR MU TRAIN OF CLASS MP54'S

Last month I wrote about modeling a four-car MU train of MP54's and spent some time writing about the consist having an MPB54 combine at the head or east end of the train. This month I'm going to be writing about the car at the west end of the train; future features will include those cars used mid-train in the consist.

One certain fact about the LIRR MU trains is that they had to have an MU control motor car with Automatic Speed Control ("ASC") or speed control at BOTH ends of an MU train. The railroad had a little less than 400 control motor cars and control trailer 1677 with Automatic Speed Control; this was about half the entire fleet. When it came to the MP54 fleet, there were a number of cars that could be used.

In terms of what type of car could be at the west end of the train, the one going back to Jamaica, Brooklyn or New York (Penn Station), there certainly was a variety of cars that could be used.

Here's an overview of what one could see:

Of the original order of MP54 and MP54A clerestory-roof cars (1205 to 1219, 1348 to 1676) – the oldest of the MP54 types on the railroad, after the introduction of Automatic Speed Control ("ASC") or speed control as it is sometimes called, only a handful of these cars, specifically MP54A's, were equipped with it. Also, these cars had inherent problems, specifically very weak and thin end sills, which were very important in case of a head-on collision.

That's why most of these cars were converted to motor trailers or blind motors after the two deadly collisions of 1950. Only cars 1632, 1634, 1641, 1651, 1661, 1665 and 1666 were so equipped. None of these cars were rebuilt or modernized and the question remains: why were a few cars in this class given speed control? Had they not been given speed control, then one could say for certain that ALL of these cars were not usable as head end cars, but could remain in service as motor trailers, a type the LIRR never had until after the 1950 crashes. And a few of these cars had their ASC equipment removed some years after it was installed, becoming motor trailers; 1651 was the last car to have this done. I believe this was also done to cars 1641 and 1661. Car 1651 also had its ends painted gray to cover its old orange ends but went to the scrap yard with its digits still displayed in the last left-most window, a practice reserved with control motor cars with speed control, or "speeders" as Gene Collora would say.

Also included in this group and seen daily on the Far Rockaway Branch was CT54A 1677, club car "ROCKAWAY". This car, reserved and operated for the Rockaway Hunt Club of Cedarhurst, was the last car at the west end of a rush-hour train that operated to Penn Station. It made one roundtrip daily and with its train, laid up overnight on a siding west of Far Rockaway station. It had a long history of operation and lasted until about 1971 when it was removed from service. Its lime green interior and individual chairs really stood out, and it had its own attendant. It was saved from scrapping for a time but eventually met the scraper's torch after being saved by LIST and then RMLI for a time.

The smallest and then biggest group of speeders was, of course, the arch- or round-roof MP54B's, MP54C's and the ex-pings that became MP54D1s (car numbers 1678 to 1983). These cars arrived in the 1920s and many but not all of them were rebuilt and modernized beginning in December 1954 with the railroad's heralded Modernization Program, after the LIRR emerged from bankruptcy with an energetic 12-year program to revitalize and upgrade it.

A number of these cars were modernized but not all cars were; in addition to this, modernization for a number of these cars included being rebuilt as blind motors and assigned a "5" instead of their first digit being a "1."

There was a very interesting group of cars that at one time must have been very large in number. This group was arch roof motor cars with controls that apparently ran for a number of years as motor trailers even though they were never converted and never went through the shops during the Modernization Program. For many years, this group of cars were listed in the LIRR Equipment Manipulation Books as MP54C, which was their correct class and not MP54CT, as cars were classed that went through the rebuilding program. In the late 1960s, the engineering department eventually decided on a class change and the cars were reclassified at MP54CT, the "T" designating trailer even though the cars were not converted in the shops; in fact, they still had their whistles, headlights and destination/marker lights as well as windshield wipers on their portholes. How and/or why these cars "escaped" rebuilding is and apparently will always remain a mystery. My guess is that they were slated to be rebuilt but the money ran out; their rebuilding, which did NOT happen, would not and did not significantly alter their status as motor trailers. The reason for their status remains tantalizing and is just one of many unanswered questions for LIRR fans and observers to continue to ask.

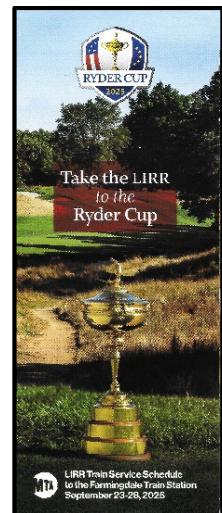
Lastly, there is the one last group of MP54's used on the head ends of trains and of course, I'm talking about the cars that in appearance most resemble their PRR cousins, the MP54A1's (1135-1179). These cars were the last MP54's built and there were only forty-five; several in this class were not modernized and the reason is unknown. Again, my guess is that the money ran out. I guess these cars are my favorite because of their cleaned- up and simplified roof details with three box-like vents instead of the deck sash used on the early MP54's and MP54A's.

That's it for now. Next month, I'll provide an update for one of these best train shows in the country. Of course, I'm talking about Prototype Rails 2026, the "One of a Kind" Railroad Prototype Modelers meet at Cocoa Beach in early January. It's a fun meet and I'm presenting a show called "Passenger Cars and Passenger Trains. I can't wait. Then I'll return and finish this feature with details about trailers and mid-train cars.

Until then, Happy Modeling!

LIRR DOINGS

The Long Island and Metro North have been using digital timetables since the Covid-19 outbreak. (The last issued LIRR paper timetable went out of use as of May 19, 2020. A set of branchline timetables to be in effect from May 20 to July 20 was printed but never issued to the public.) There is now one exception! What is effectively a paper timetable was issued for service to the 2025 Ryder Cup golf event (see image to the right). This timecard was contained in a brochure entitled "Take the LIRR to the Ryder Cup". This document noted that for the Ryder Cup event passengers should detrain at Farmingdale, but the schedule therein covered the City Terminal Zone to Ronkonkoma noting it was effective weekdays September 23 to 26, 2025 and a separate weekend timetable for September 27 to 28, 2025. Thanks to Mike McEnaney for providing a copy of this document. Thanks to Bob Myers for the last paper timetable dates.



On the night of December 3, 2025, the LIRR interchanged Metro North 307, a Siemens Charger DM, for clearance and gap mode testing on LIRR. The following week the Sunrise Trail ran the Charger around the system conducting gap mode testing when operating in electric mode and performing various other clearance testing around the system, during these tests the locomotive was buried in the consist of the test train. On Thursday December 11, 2025, the LIRR got to run the Charger open ended and because of a track condition west of Jamaica it made one run to Hicksville and back. The Charger completed testing on Monday December 15, 2025 in the yard and was interchanged back to Metro North on Wednesday night December 17, 2025. Thank you Barry Johnson for this information.



MNR 307 in the consist of a test train at Smithtown on December 8, 2025. Neil Feldman photograph.



Metro North 307 posed in New Hyde Park station on December 11, 2025. Barry Johnson photograph.

On December 24, 2025, the FDNY was called to the intersection of Roosevelt Avenue and 72nd Street for a fire in an open rail car containing garbage in a CSX freight train on the New York Connecting Railroad between Fresh Pond Yard and Bowery Bay Junction. After the extinguishment of all visible fire, CSX returned the car to a yard to allow the remaining contents of the car/container to be overhauled by firefighters to make sure all of the fire was out. Your editor believes that this would have either been the upper level at Fresh Pond or a location in the Bronx.

Sometime prior to November 5, 2025, the Farmingdale Station waiting room received a potbelly stove, although it is non-operational. (Your editor can remember entering the Stony Brook station on a snowy winter morning in the early 1970's while on a photographic excursion and finding wonderful warmth from the pot belly stove there!) This is the fourth LIRR station with a (non-operational) pot belly stove in their waiting room - the others being St James, Greenlawn and Port Jefferson. This stove was donated to the Village of Farmingdale who restored it and then arranged to have the LIRR install it in their Farmingdale station. This stove was donated to the Village of Farmingdale by the Oyster Bay Railroad Museum. Its known ownership history begins with Gary Hammond who gave it to Dave Morrison who then donated it to the Oyster Bay Railroad Museum. Reported by Dave Morrison.

While the price of LIRR tickets has not changed with the New Year, ticket types and some of the fees involving tickets were changed effectively January 4, 2026. The 10 Trip Ticket has been retired (again!). A new 'Day Pass' ticket has been introduced allowing unlimited riding until 4:00 AM the next day. The Day Pass replaces the round trip ticket. Mobile customers with get an eleventh free trip if they take ten trips within a fourteen day period. Reduced fare tickets for seniors, people with disabilities and Medicare recipients are now valid during the morning rush hour. Up to four children (ages 5-17) can ride with a fare paying adult. Family fare tickets can no longer be upgraded to adult fares. One way tickets will expire at 4:00 AM the morning after the issuance date. The surcharge for purchasing a paper ticket on the train is now \$2.00, a surcharge of \$8.00 will be imposed on mobile customers who do not activate their e-tickets prior to boarding a train. Go to MTA.info/LIRR for more information. Based on a LIRR handout.

PAUMONAUK PUSH PULLS – THE LONG ISLAND RAIL ROAD FA FLEET

Edward M. Koehler Jr.

This article was originally published in early 1977 and has not been updated to cover the last twenty or so years of the first generation push-pulls on the LIRR.

The American Locomotive Company ("Alco") introduced their line of FA model freight cab and booster units in 1946, ten years later the last FA went to the Louisville and Nashville Railroad. During the production period of these units, the Long Island, whose freight traffic was negligible, was, like other railroads, busy with the dieselization of the line, but the LIRR was more concerned with passenger power and dual purpose type engines, so the Schenectady built FA type units did not get a hearing.

The first of these clean lined Alco freight cabs came to the Long Island in 1964. I must re-emphasize the word 'cab'; because that was all the Long Island Rail Road purchased. Coming to the Sunrise Trail was one cab section from a scrapped New Haven FA unit which was used with the rear platform from a retired Delaware, Lackawanna, and Western business car for display purposes at the Long Island's exhibit at the New York World's Fair of 1964-1965. Both the cab and platform were painted in gray and orange colors that would remain on them for the first few years after the Fair was over and they were relocated in a Lynbrook summer day camp¹. The FA's appearance and its model type allowed one to speculate in a what-if fashion, any rational rail enthusiast of 1966 knew the LIRR would never; never purchase such an archaic type locomotive!

In early 1971 the Long Island Rail Road announced that it would shortly introduce push pull type service using "old Alco freight diesels" and modified class T72 multiple unit trailers. The initial assumption by most people was that old Alco model S or RS type units would be on the east end of those trains. Indeed an information sheet on the future push pull trains had a diagram that suggested a configuration for the power and control cars that suggested an end cab switcher type design. When the General Electric's North Bergen Apparatus Shop started rebuilding old Alco model FA's, there was a feeling of true surprise. The first unit, LIRR 601 had seen many years of service as Louisville and Nashville 3317; it would begin its second life on Long Island early on the morning of May 25, 1971.

On May 25, 1971, the 601, in the company of converted cars 2804, 2814, 2824, 2830, 2836, 2840, and 2842 and an unknown C420 type locomotive; covered the schedule of train 600 to Port Jefferson. For this operation, and for the next few months, the FA power cars were on the east end of the train, but they were soon turned around when it was discovered that it was easier to maintain the units when they were on the west end. The initial paint scheme on the units resembled that of the passenger cars, a totally platinum mist carbody with a Nordic blue stripe about the midsection. Both 601 and the soon to be delivered 602 wore this scheme when delivered, but shortly after 602 came on the property, the pilots of both units were painted yellow. With the delivery of the 603, the entire nose forward of the cab and below the blue stripe was repainted in yellow.

By New Years Eve of 1972, six of the units were in service, plugged in to thirty modified T72 cars which were now known as class PT72A's. The Long Island Rail Road, impressed with the new units, ordered more, the General Electric Company went down south and purchased Western Maryland 303 and 304 outright, the two units became the 607 and 608 here on the Long Island. In April 1972 with all

¹ Subsequent to the period covered by this article, the FA cab was acquired by the Oyster Bay Railroad Museum when the location of the day camp was redeveloped for housing. By then the former business car platform had deteriorated beyond recovery.

but five of the T72 cars converted, the Long Island began to feel a push pull car shortage, as a result, the former MP75/MP75T cars were pulled out of storage, the headlights, number boards, and cab windows covered with sheet metal and the additional jumpers and wiring as needed for push pull service were installed, the first of these cars, numbered 2722, had originally been the 2685 (later the 5685).

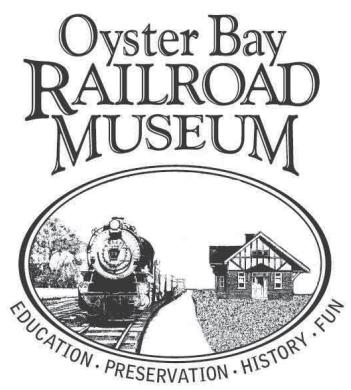
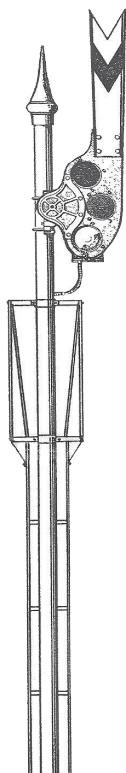
The Long Island, in co-operation with the General Electric Company continued to search for more FA type units, from the Western Maryland came two more, five came from the Burlington Northern, and one from Precision National locomotive leasing organization. In late June, 1972 the North Bergen Apparatus Shop of General Electric probably resembled the Alco Schenectady works of the early 1950's with upwards of seven FA units in various states of repair. While this motive power madness was going on at the GE Shop, the Long Island's own Morris Park facility began to crank out the forty-six coaches needed to operate with this new cabs, but it was not until January 11, 1974 that the last car, the 2707, originally the 2520 was outshopped.

The Long Island, meanwhile, with a fleet of sixteen control cabs and ninety push pull cars still felt the need for more equipment, as a result, three former Penn Central FA units were purchased, becoming Long Island 600, 617, and 618. The 600 had been Penn Central 1302, which had originally been New York Central Railroad 1102 and as the last survivor of what had been the world's largest model FA1 fleet had become somewhat of a celebrity it's last few months on the Penn Central around the Boston area. To back up the three new cabs, eight more coaches were rebuilt, three of these cars containing bar facilities to replace the former Boston and Maine bar cars that could not operate in push pull service.

Of the ten railroads operating push pulls on the North American continent by the late 1970's, only one other, the Government of Ontario GO Transit lines in the Toronto area chose the power car concept espoused by the Long Island Rail Road, but none of those ten operators had a need for both first class and coach cars to fit into a push pull framework. On the Long Island the fairly heavy east end parlor car service has always been an operations problem what with old cars, ice air conditioning, and everything else that ails a fleet of old sleeping cars. The result of this is that on April 1, 1975 the Long Island outshopped the 2011, a 46 seat parlor car that had formerly been a 123 seat multiple unit car, the 2650. The work of rebuilding former multiple unit cars continues to this date toward an eventual fleet size of about twenty-seven parlor cars. At the same time that push pull parlor cars are being outshopped, the work of converting four former multiple unit cars to power pack bar cars is just beginning. The idea behind these cars is to supplement the FA power cars on longer trains or to replace the FA power car on certain trains. These 2100 series cars will contain a generator plant to supply the train line with the 650 volt direct current needed in the parlor cars. Since the power pack does not take up the entire interior of the converted P72 type of car, the balance of the passenger compartment is given over to a bar and a chemical toilet. While taking over the FA's function of power supply, these new power pack cars will not have a control position, so the train locomotive will probably have to run around these trains at their terminal in the traditional style.

The summer of 1976 will probably see the east end service operated with a mixture of push pull trains with the FA power packs and sleeping cars used as parlor cars for the first class service; but by the summer of 1977 both the FA's and the power packs will probably reign supreme.

Long Island Sunrise Trail Chapter
National Railway Historical Society
PO Box 507
Babylon, New York 11702-0507



Our Thirty-fourth Year!
www.rmli.org

Please support your local railroad museums!