

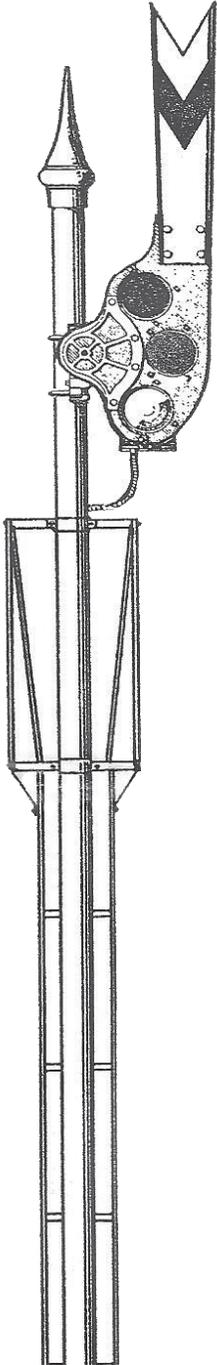


SEMAPHORE



Celebrating 60 Years Service to the Long Island Rail Enthusiast Community

March 2026



We are going to give it one more try! Local computer issues prevented Mike Boland presenting his show on the Cape Cod Central's "Polar Express" from Florida for the February meeting, so with a little work we rescheduled it for March.



A New Haven FL9 working the Polar Express train on the Cape Cod Central. M. Boland photograph

It is nearing the end of 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.

March 20, 2026: Join your fellow Chapter members at 8:00 PM (eastern time) for our monthly membership meeting. We will be meeting in our usual venue, The historic Van Bourgondien House located at 600 Albin Avenue, West Babylon, New York. The presentation this evening will be given by our own Board Member Mike Boland who will educate us on working as a conductor on the Polar Express train operated by the Cape Cod Central via Zoom®. Full details are on Page 2. And yes, there is a Long Island Rail Road connection!

April 17, 2026: The scheduled date for the April Membership meeting. The Long Island Sunrise Trail Chapter NRHS will be sixty years old on April 23, 2026. To help celebrate this event we have invited Kevin Keefe to present a show on David P. Morgan's Milwaukee, which is a wonderful image of what it meant to be a rail enthusiast around the time of your Chapter's founding.

It's that time of year again! March 1 was the end of 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. In a short time, we will begin to remove those folks who have not renewed from our mailing lists. 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>.



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



LOG IN INFORMATION FOR THE MARCH 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 March membership meeting of the Long Island Sunrise Trail Chapter NRHS will take place at

8:00 PM on Friday, March 20, 2026
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704

We are going to try it again! Longtime LIRR fan, author, LIST Board member and modeler Mike Boland was hired this past Christmas season by the Cape Cod Central Railroad's **POLAR EXPRESS** – Its annual Holiday Season event as a "Dress Conductor" to ride its "PEX" train to the North Pole for five weeks between Thanksgiving and Christmas. Lifting tickets, assisting passengers, answering questions and posing for passengers, both adults and children, many dressed in pajamas and robes. Mike took along his camera and captured the magic of the season as the CCC's **POLAR EXPRESS** made up to three runs daily with its nine-car consist. With two full-dome cars and an interesting, colorful variety of other passenger cars, the train included two "old" LIRR C-1 bilevel cars complete with loading ramps! He was even assigned to work those cars on one particular evening, making it the thrill of a lifetime. The train was powered by rebuilt New Haven McGinnis painted and holiday decorated FL9's; and a chop-nose Geep in MASS COASTAL colors. Come along and enjoy a last look at Christmas 2025 as Mike relives his "experience of a lifetime."

Friday, March 20, 2026 at 8:00 PM eastern, **7:00 PM** central: The March Membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society will feature a presentation by Mike Boland on the Cape Code Central's **POLAR EXPRESS**.

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

<https://us06web.zoom.us/j/81641720439?pwd=Ik2HgiKquoVrXm2fybjTYjfKjM3YLV.1>

Meeting ID: 816 4172 0439 Passcode: 190735

If you are in the Zoom® meeting, out of respect to the presenter, you are requested to mute your microphones during this or any presentation.

- * * * -

About 15 minutes before the scheduled time on the date of the event you can connect to the meeting by entering the link shown in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. Please don't try to log in earlier, it only generates a series of email messages to the series host that serve no purpose, and you will end up staring at a blank screen.

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 or ask your question via our webpage, but remember Email service ends at 3:00 PM on the meeting date.

- * * * -



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



Chartered on April 23, 1966

2026 CHAPTER MEMBERSHIP DUES NOTICE

The annual dues for the year 2026 for the Chapter are due and payable by January 1, 2026. After March 1, 2026, you will not be considered a member if you have not paid your dues.

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 \$ _____

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 and SELLING OUT!!!	@\$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 Quatroche	@\$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 DOINGS

We thank Mike Boland for attempting to present his show on the Polar Express Service on the Cape Cod Central at the February membership meeting. Unfortunately, gremlins down in Florida prevented his computer from linking up with the screen share feature in Zoom®. Both Mike and I will be working on this issue, and we have re-scheduled it for our March membership meeting. See page 2 for further information.

Thanks to Chapter President Ed Koehler who very professionally had a backup program ready to go. It was a discussion of books related to the Pennsylvania Railroad ranging from the Centennial history of the line to various operating documents. A good number of enthusiast's based publications (like **PENNSY POWER**) were shown, the show even included a few 'clinkers' (in the opinion of its author). Even a story about how a local trolley line in Lancaster County defeated the Pennsylvania in the local passenger service business was covered, an event that caused the Strasburg Railroad to lose their connections which led to the end of their passenger service! On Saturday morning a handout relevant to this presentation was distributed to those members who have shared their email address with your Chapter. If you did not get one and want it, please email President Koehler at EdwardMKoehler@NYC.RR.COM.

We wish Chapter Secretary Chistine Quigley a quick recovery from her recent hip surgery, we missed Chris at the February meeting. Also, Chapter Treasurer Alan Mark has had foot surgery, and is well on the road to recovery, he brought the donuts and coffee to our February meeting.

The SEMAPHORE is your newsletter. Your Chapter is always on the lookout for relevant material to include in these pages. So, if you have something, no matter how long, please submit it to your Chapter. It should be in Microsoft Word® format and sent to President Koehler (EdwardMKoehler@NYC.RR.COM) as an attachment. If we receive it within a week of our membership meeting it will be considered for the following month's SEMAPHORE. Got questions? Send them in via email to us.

- * * * -

NOTICE OF ANNUAL MEETING

The annual meeting of the Long Island Sunrise Trail Chapter of the National Railway Historical Society is scheduled to be held at 8:00 PM on June 19, 2026, at The Van Bourgondien House, 600 Albin Avenue, West Babylon, New York, 11704. At this time the only business known to the Board is the annual election of officers (President Edward Koehler, Vice-President Robert Myers, Secretary Christine Quigley, Treasurer Alan Mark and National Director /Representative Kenneth Katta. Also, up for election will be one of our five directors, Neil Feldman who also serves as our webmaster. If you are interested in standing for election, please contact the Nomination Committee Chair, Robert Cecere whose email address is cecererobert19@gmail.com.

- * * * -

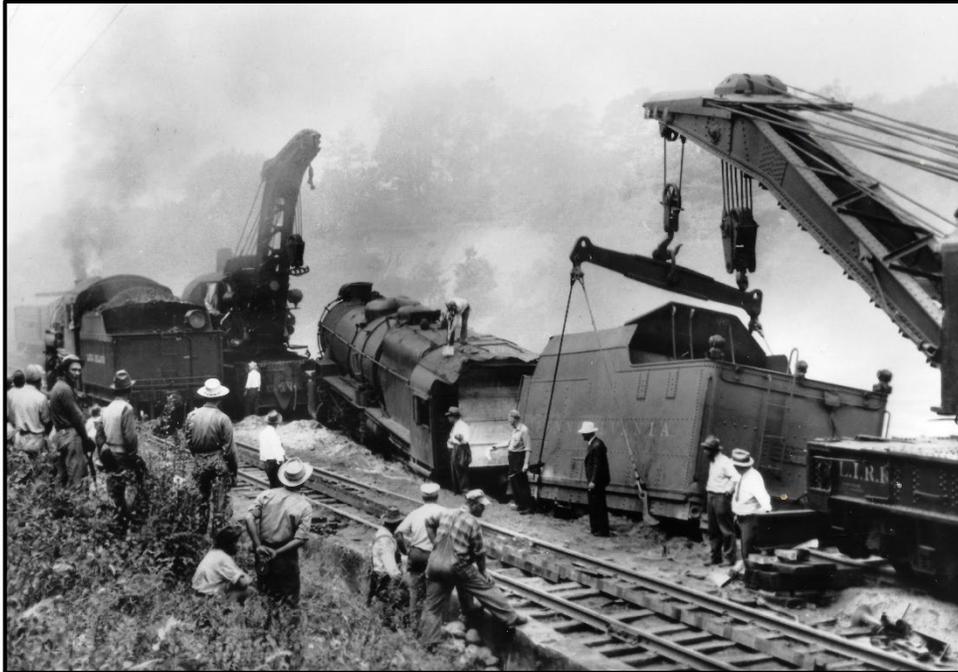
OUR 60TH ANNIVERSARY

On April 23, 1966, the Long Island Sunrise Trail Chapter, NRHS was chartered by the National and we have continued in existence for the next sixty years. We will begin to mark this event at our April membership meeting when Kevin Keefe will present his show **DAVID P. MORGAN'S MILWAUKEE**. Many of our older members remember David P. Morgan as the editor of TRAINS magazine at the time of your Chapter's charter. This show is a wonderful tribute not only to Mr. Morgan but to the rail enthusiast of the 1950's to 1970's. Do pay close attention to this presentation, there is a cameo appearance by a Long Island Rail Road locomotive albeit painted for a subsequent owner.

- * * * -

FROM THE LIGHTFOOT COLLECTION

As the February Membership Meeting was breaking up there was a discussion among some of our members about a train wreck that required both LIRR cranes to clean up. In the George Lightfoot Collection, there are two images of Pennsylvania Railroad K4s 5406 which had come to grief on the Cold Spring Hill grade. These photographs are dated September 15, 1944. We don't have any other information about this incident.



According to William D. Edson in **KEYSTONE STEAM AND ELECTRIC** (Wayner Publications; New York, New York, 1974) Pennsylvania Railroad K4s 5406 was built in the Juniata Shops in February 1927 under serial number 59788. The records shown that it was sold for scrap in February 1958, so it survived this incident.

LONG ISLAND RAILROAD HAPPENINGS

These reports were gathered using the radar.mta.info website map. On February 1, 2026 at 7:45 AM a work extra identified as Alcohol Train 1 was seen operating eastward from Jamaica to Garden City. At about 8:24 AM it reversed direction in Garden City and proceeded to Queens Interlocking. After briefly disappearing from the screen, the train was then seen headed east to Ronkonkoma. As the expected snowstorm never reached Long Island, I stopped monitoring.

- * * * -

Sunday February 23, 2026, and the following Monday were different. I was able to monitor the LIRR until about 4:00 PM on Sunday and observed no activity. I could not pick this up until Monday morning from 7:30 to 8:00 AM. At that time one Alcohol Train (a modified M1 car with an MP15 at each end) was passing Woodside and heading to Jamaica (ALC1JAMM); the second Alcohol Train (ALC2DIV) had just turned at Ronkonkoma and was heading towards **DIVIDE** Interlocking (Hicksville). As for the patrol trains, PTRL1BAB (a consist of eight M7's) was passing through the Massapequa's enroute to Babylon. A second patrol train, PTRL9KO (a consist of six M7's) was at **DIVIDE** interlocking and heading towards Ronkonkoma. A third patrol train, PTRLMTK (this train was headed by the 412, at the east end, had three cars and was tailed by the 5022) was just west of Hampton Bays heading towards Montauk.

When we checked in again at 9:30 AM, there were two additional weather related trains out on the line. Near Hunterspoint Avenue DM2HUNX (the 521 and the 505 with eight cars between them) was enroute to Huntington from the West Side Yard. DM1BAB (the 522 and 518 with six cars between them) was passing Woodside enroute to Babylon. ALC1LBH (formerly the ALC1JAMM[?]) was in Valley Stream eastbound to Long Beach. The ALC2DIV was in Farmingdale heading west to Jamaica after running to Ronkonkoma. A third alcohol train, the ALC5JAM was westbound in Freeport heading towards Jamaica after departing from Babylon. PTRL1BAB had turned in Babylon, it was now designated the PATR1JAM and was westbound through the Massapequa's. PTRLMTK was east of Amagansett, still heading for Montauk. PTRL9KO apparently had fulfilled its earlier assignment and was no longer shown.

We went back to the map at 11:34 AM. By this time the Long Island Rail Road had suspended all services. EQ2GCT, an equipment train consisting of ten M7 cars was west of Woodside heading towards Grand Central Madison, this was being followed by EQ2PSNY (twelve M7 cars) which was enroute to Penn Station (it was west of Kew Gardens), these two train movements may have had nothing to do with the weather. It also appeared that no regularly scheduled Long Island Rail Road trains were being operated. Patrol train PTRL2NYK was westbound in Jamaica heading towards Penn Station. An extra identified as BLW2JAM was standing in **QUEENS** interlocking westbound towards Jamaica. Patrol Train DM3UN was standing at Huntington. Patrol Train PTRL6ZJEF (the 409 with three cars and control car 5019) was eastbound just past Greenlawn, another patrol train PT14UN (control car 5014, three cars and the 514) was being held at Port Jefferson, to be enroute to Huntington. Patrol Train DM3KO (the 508, six cars and the 512) which was eastbound to Ronkonkoma and was just east of Bethpage. A train identified as SNOW2DIV was just east of Ronkonkoma, it was traveling westbound to Hicksville (Is this the 'Darth Vader' snow plow?). On the Montauk Branch, locomotive 161 was being held at Babylon, it was due to travel to **VALLEY** interlocking. At Patchogue, an unidentified light engine was heading west to Jamaica via Babylon (BTA). Just west of Speonk and westbound to Babylon was PTRLBAB with the 517, eight cars and the 509. The train seen near Amagansett an hour earlier (PTRLMTK) was no longer shown (was this the source of train PTRLBAB?). ALK1JAM which had operated to Long Beach (as JLK1LBH) was back in Jamaica.

At 12:34 PM we were again at the map. PTRL2NYX (10 M7 cars) was approaching the Penn Station Tunnels near Hunterspoint Avenue; it had originated at **DIVIDE** and was going to the West Side Yard. PTRL1GCM was in the tunnels approaching Grand Central Madison (a twelve car M9 train), it had originated in Jamaica. Just east of Elmont was Track Car 987 which as TC897DIV was enroute to **DIVIDE**. ALCX5BABX was enroute to Babylon, just past Freeport. A patrol train DM1JAME (518, six cars and the 522) was eastbound to Jamaica at Wantagh. ENG2JAMX which had originated in

Montauk was passing through Babylon enroute to Jamaica. Train PTRLBAB heading to Babylon was just east of Bay Shore. Trains DM23KO and SNOW2DIV were still standing where they were an hour ago (Bethpage and Ronkonkoma, respectively). DM2JAM enroute from Huntington to Jamaica was in **DIVIDE** interlocking. An alcohol train identified as ALCJAMX was standing in **VALLEY** interlocking. As this report was typed up, patrol train DM4LBH (516, eight cars, and the 513) from the West Side Yard to Long Beach was reported passing **HAROLD** interlocking. Locomotive 161 which had been shown in Babylon an hour later was no longer being reported.

We got back to the map at 1:44 PM. Train PTRL2NYX (ten M7 cars) was in the Grand Central Madison station. Track car TC987DIV was eastbound passing through Mineola on its way to **DIVIDE**. Another track car, TC2XJAM originated at NASSAU2 interlocking and was westbound to Jamaica. The patrol train previously reported as eastbound to Long Beach was now being reported as DM4JAM (513, seven[?] cars, and the 516) and was approaching Island Park with the West Side Yard as its final destination. DM3KO was still at Bethpage but SNOW2DIV was no longer being reported. ENG2JAMX which had originated in Montauk was passing through Valley Stream enroute to Jamaica. Alcohol train ALC5VAL was at Babylon reporting a 43 minute delay. Patrol train PTL2SPKX (509, eight cars and the 517) enroute east from Babylon to Speonk was east of Bay Shore (this train was formerly reported as the PTRLBAB), The final train we will be reporting on at this time is PTRL6HVL (control car 5004, 3 cars and the 417) which was west of Kings Park heading toward Hicksville.

Fast forward to 2:36 PM, Track car TC2XJAM is standing in **QUEENS** interlocking; track car TC987 is still standing in Mineola. Train PTRL6JAM which originated at **DIVIDE** interlocking and is bound for the Storage Yard in Jamaica is passing Carle Place (control car 5004, three coaches and the 417 (formerly the PTRL6HVL). Alcohol train ACL5VAL was passing Freeport. Train DM2BAB (521 with three cars and an unknown control car) was between Copiague and Lindenhurst enroute to Babylon. A train identified as EMP2JAM (512, six coaches and the 508) was west of Wyandanch heading towards Jamaica, it originated at KYD (Ronkonkoma Yard?). Alcohol Train ALC4STY had just departed Ronkonkoma westbound enroute to the Storage Yard in Jamaica. Train DM3KO was no longer being reported.

At 3:45 PM on February 23, 2026, Train BLO2JEF is eastbound to Port Jefferson just east of Northport, it originated at Huntington. Train EMP3JAM (from Babylon Yard to Jamaica, led by the 505 with seven cars and the 521 on the rear) was passing Amityville. Track car TC2FM was at **DIVIDE** enroute to FM(?). Also at **DIVIDE** was Alcohol Train ALC4STY westbound to the Storage Yard. Train EMP2JAMX (512, six coaches and the 508) was at **CI** interlocking heading towards Jamaica, it originated at KYD (Ronkonkoma Yard?). Train PTRL6JAM was at Mineola heading west. Also at Mineola was Train EMP4OBY (516, seven cars with the 513 on the rear) which was eastbound to Oyster Bay. To this observer it seemed the snow fighting effort was diminishing. However, a patrol train PTRLMTKX (412, three coaches and control car 5022) was passing RPK Interlocking enroute from Speonk to Montauk. Track car TC987 was no longer being reported.

At 4:49 pm Train EMP2JEF (417, four cars and control car 5004) is standing in Jamaica Station ready to head east on the Port Jefferson Branch. Train EMP2KO from Jamaica to Ronkonkoma (the 508 with six cars, tailed by the 512) has just departed Jamaica. Train EMP2JAMX (518, six cars and the 522) is at Mineola, it originated in Ronkonkoma and is headed to Jamaica. Train EMP4JAM (513 with seven cars with the 516 on the rear) is departing Oyster Bay for Jamaica. Track Car TC2 at the TCFM2KO is at Farmingdale heading east to Ronkonkoma. Train BLO2JEF (the consist was not reported) is at Stony Brook, it originated in Huntington and is enroute to Port Jefferson. Train EMP3BAB 521 with seven cars trailed by the 505) is leaving Jamaica for Babylon, it will travel via the Montauk Branch. Patrol Train PTL10GY (the consist was not reported) from Ronkonkoma to Greenport has just left Ronkonkoma; this is the first movement on the mainline east of Ronkonkoma observed today). Patrol Train PTRLMTKX (412, three coaches and control car 5022) is eastbound between Amagansett and Montauk. Patrol Train PTL9JAM (ten car train of M7's) is departing Babylon for Jamaica.

At 5:30 PM we checked the map for the last time. Track car TCBLOWER was eastbound through Woodside, it was running from Hunterspoint Avenue to **QUEENS** interlocking. Train EMP2JAM (518, six cars and the 522) which was operating from Ronkonkoma to Jamaica was arriving at Jamaica.

Train EMP4JAM (513, seven cars trailed by the 516) is coming by the Hillside Shops enroute from Oyster Bay to Jamaica. Patrol Train PTL9JAM is passing Laurelton on the Atlantic branch; this train originated in Babylon and is enroute to Jamaica, the train is ten M7 cars. Patrol Train PTRL8BAB (ten M7 cars) is running from Jamaica to Babylon and is passing **ROCKY** interlocking. Train EMP2JEF is at **DIVIDE**, consisting of the 417, three cars and control car 5004, it is scheduled to operated from Jamaica to Port Jefferson. Track Car TCEM2KO is still standing at Farmingdale enroute to Ronkonkoma. Train EMP2KO is just east of Wyandanch enroute to Ronkonkoma. Train EMP3BAB (521, seven cars with 505 on the rear end) is east of Copiague enroute to Babylon. Train PTL10GY is still standing in Ronkonkoma. Patrol Train PTRLMTKX is no longer being reported.

As Metro North does not report extra movements on the MTA website we have no information as to what was happening north of the Long Island Sound, but we did notice a scarcity of Amtrak trains being reported as the day wore on.

- * * * -

While it is not on the Long Island Rail Road, this is on the former Pennsylvania Tunnel and Terminal trackage, one end of which is in Long Island City. The day after Valentine's this got a lot more interesting for passengers on the Northeast Corridor between Newark, New Jersey and Pennsylvania Station, New York. In order to cut over the westbound track from the old Portal Bridge to the new one, Amtrak and New Jersey Transit only had one track available between Newark and Penn. This was accomplished by severe schedule cuts, New Jersey Transit apparently took around twenty trains out of the daily schedule, I don't have any information on the schedule adjustments made by Amtrak. This service curtailment is scheduled to last for four weeks, at that time westbound service will be on the new bridge, eastbound service on the old bridge. In the Fall, there will be another service curtailment of a similar duration to allow the eastbound service to move to the new bridge.

- * * * -

Want to monitor the Long Island Rail Road and Metro North Railroad in real time? Open the search engine of your cellphone and in the top line search box (not a search engine) type: <https://radar.mta.info/> then press return. You should get the map of both the LIRR and MNR showing the locations of all trains. Press on the train number for additional information. Trains in green are on time. Those in red are delayed. On the LIRR both work extras, passenger extras, and New York and Atlantic freights are shown when they are out on the line. Metro North only shows regularly scheduled trains with Amtrak trains having an 'A' prefix to their train number. This website seems to have problems at times with Microsoft based computers with older processor chips (again, type the website address into the top line, not into a search engine). Do check the settings tab for additional information that can be displayed (stations, interlockings, etc.). The Bay Ridge branch and the lower Montauk Branch, which are the domain of the New York and Atlantic are not shown. The Metro North service to Port Jervis and Spring Valley, operated by New Jersey Transit; Amtrak's West Side Line, and Amtrak trains on the Northeast Corridor from New Rochelle to Penn Station via the Hell Gate Bridge similarly are not shown.

- * * * -

We should also mark the 69th Anniversary of the shutdown of the New York, Ontario and Western Railway. Extra 805 arrived in Middletown, New York at 3:25 AM on March 29, 1957 ending all NYO&W train operations.

- * * * -

PAUMONAUK PUSH PULLS – THE LONG ISLAND RAIL ROAD FA FLEET (continued)**THE PUSH PULL CARS**

Please remember that this article was originally published in the first quarter of 1977 and has not been updated.

<u>Class</u>	<u>Numbers</u>	<u>Builder</u>	<u>Date</u>	<u>Type</u>	<u>Notes</u>
PP72B	2011 to 2013	Pullman-Standard	1956	Parlor	Converted from 2650, 2664, and 2667.
PP72B	2014 to 2015	Pullman-Standard	1955	Parlor	Converted from 2613 and 2632
PP72B	2016 to 2017	Pullman-Standard	1956	Parlor	Converted from 2663 and 2670
PP72B	2018 to 2021	Pullman-Standard	1955	Parlor	Converted from 2625, 2603, 2629, and 2624
BG72B	2101 to 2104	Pullman-Standard	1955	Bar-Gen	Bar Generator car, converted from 2610, 2648, 2601, and 2608
PT75A	2701 to 2702	Pullman-Standard	1963	Coach	Converted from 5525 and 5675 (originally 2525 and 2675)
PT75	2703 to 2709	Pullman-Standard	1963	Coach	<u>Odd numbers only</u> , converted from 5526 to 5529. (These cars had been originally numbered 2526 to 2529.) The 2705 was later modified to a bar car with 86 seats.
PT75A	2704 to 2710	Pullman-Standard	1963	Coach	<u>Even numbers only</u> , converted from 2676T, 5677, 2678T, and 5679. (These cars had originally been numbered 2676 to 2679.)
PT75A	2711 to 2712	Pullman-Standard	1963	Coach	Converted from 5530 and 2680T (originally 2530 and 2680)
PT75	2713	Pullman-Standard	1963	Coach	Converted from 5531 (originally 2531)
PT75A	2714	Pullman-Standard	1963	Coach	Converted from 2681T (originally 2581)
PT75A	2715 to 2723	Pullman-Standard	1963	Coach	<u>Odd numbers only</u> , converted from 2532T, 5533, and 2534T to 2536T. (These cars had been originally numbered 2532 to 2536.)
PT75A	2716 to 2736	Pullman-Standard	1963	Coach	<u>Even numbers only</u> , converted from 2682T, 5683 to 5685, 2686T, 5687 to 5689, and 2690T to 2692T. (These cars had originally been numbered 2682 to 2692.)
PT72C	2792 to 2794	Pullman- Standard	1956	Coach	<u>Even numbers only</u> , converted from 2644 and 2643.
PT72C	2796 to 2698	Pullman- Standard	1955	Coach	<u>Even numbers only</u> , converted from 2615 and 2606.
PT72A	2801 to 2844	Pullman-Standard	1955	Coach	Converted from 2801 to 2844 (T72 multiple unit trailers)
PT72C	2845	Pullman-Standard	1955	Coach	Converted from 2627.
PT72C	2846 to 2847	Pullman-Standard	1956	Coach	Converted from 2645 and 2642.
PT72C	2848 to 2850	Pullman-Standard	1955	Coach	Converted from 2631, 2634, and 2620.
PT72B	2851	Pullman-Standard	1955	Coach	Converted from 2517.

THE PUSH PULL CARS (continued)

<u>Class</u>	<u>Numbers</u>	<u>Builder</u>	<u>Date</u>	<u>Type</u>	<u>Notes</u>
PT72C	2852 to 2870	Pullman-Standard	1955	Coach	<u>Even numbers only</u> , converted from 2621, 2639, 2616, 2630, 2633, 2636 to 2638, and 2640 to 2641. PT72C 2878 Pullman-Standard 1955 Coach Converted from 2604,
PT72C	2880, 2882	Pullman-Standard	1956	Coach	Converted from 2668 and 2646.
PT72C	2884	Pullman-Standard	1955	Coach	Converted from 2607.
PT72C	2886, 2888	Pullman-Standard	1956	Coach	Converted from 2655 and 2661.
PT72C	2890	Pullman-Standard	1956	Bar-Coach	Converted from 2649.
PT72C	2892	Pullman-Standard	1955	Bar-Coach	Converted from 2622.
PT72C	2894	Pullman-Standard	1956	Bar-Coach	Converted from 2669.
PT72C	2896	Pullman-Standard	1955	Coach	Converted from 2612.
PT72C	2898	Pullman-Standard	1956	Coach	Converted from 2665.

Push Pull Car Seating

BG72B	Bar and chemical toilet only	PT75A	133 seats
PP72B	46 seats and a service bar	2705	Bar and 86 seats
PT72A	123 seats (with toilet 118 seats)	2890	Bar and 102 seats
PT72C	123 seats	2892	Bar and 102 seats
PT75	130 seats	2894	Bar and 98 seats

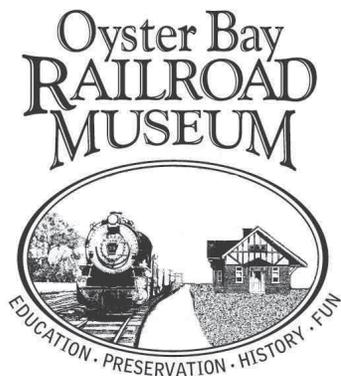
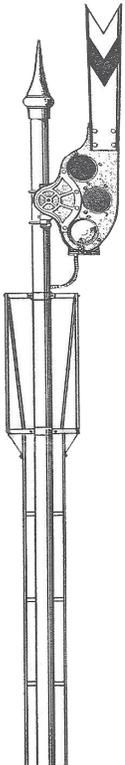
Chemical Toilets

The following cars contain a chemical toilet, the carbodies usually have one window blanked to provide privacy for the toilet room space.

Parlor Cars 2011 to 2021; Bar Generator cars 2101 to 2104; Coaches 2703, 2707, 2709, 2711, 2715, 2721, 2801, 2805, 2807, 2813, 2815, 2819, 2821, 2823, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, and 2851.

- * * * -

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!