

LONG FORM (for historical record) Entertainment Report for November 7, 2015

November 7, 2015. New York City Area Commuter Rail: The 1950s to the 1970s. Eric Oszustowicz presented scenes from around the New York metro area, including the New Haven Railroad, the New York Central, the Central New Jersey Railroad, the Erie Lackawanna Railroad, the Pennsylvania Railroad, Penn Central, and the Long Island Railroad, followed by the very beginnings of service under the modern transit agencies New Jersey Transit, Metro-North, ConnDoT, and Long Island Railroad. The show started in the 1960s with a photo of the first New Haven FL9 to enter Grand Central Terminal, and then with two Kodachrome photos and one non-Kodachrome photo of the New Haven 1909 vintage electric multiple unit (EMU) trains that ran from Grand Central to Danbury and Pittsfield. After the EMU trains were scrapped, the New Haven ran trains hauled by 1924- and 1929- vintage EP-2 locomotives (built by Baldwin with Westinghouse electrical equipment) to these places. The line to Danbury was de-electrified later, so we saw RDCs running to there (which eventually went to Amtrak). After this, we got to see Osgood-Bradley EMUs that were eventually replaced by the M2 railcars. These consisted of trains of motor cars and trailers (not permanently coupled). Some trains of the same type of coach were hauled by FL-9s. The New Haven ran trains into both Grand Central Terminal and Penn Station, thus requiring ability to operate both under overhead wire (11,000 V @ 25 Hz AC) and third rail (600 V DC) power.

Moving into the early 1970s, we got to see diverse electric trains, of vintages ranging from the 1920s to the 1950s. This included photo of 2 Penn Central E33 electric locomotives (previously New Haven class EF-4, vintage 1956 - 1957, originally from the Virginian Railway as class EL-C, which had ceased electric operation; they lasted until 1981, when Conrail ceased electric operations). As an interlude, we got to see a New Haven steam locomotive-hauled train photographed in the 1880s. We got to see numerous New Haven EP-2 and EP-3 locomotives built in the 1920s, and then an EF-3 locomotive of the same wheel arrangement as the GG-1s, but with diesel-electric carbody styling; they were freight locomotives, but sometimes used to haul passenger trains. We also got to see EP-5 locomotives that had similar body styling (built in 1955 and lasting in passenger service until 1973, when the Metropolitan Transportation agency pulled them out of service after a fire in the tunnels). Penn Central took over these locomotives (as Penn Central class E-40), but did not bother to clean them, let alone repaint them, so in their later years they got to look rather decrepit, although Penn Central did rebuild two of them for use as freight locomotives that lasted in service until 1977, when Conrail retired them.

As an interlude, we saw an interior view of Grand Central Terminal showing various destinations to which one could travel in 1970. Penn Central did put their logo on some EMUs; the photos of these introduced us to New York Central territory, including a former heavy rail tunnel (of the New York Central's West Shore Railroad main line, through the Palisades) now used by New Jersey Transit's Hudson-Bergen Light Rail. We saw EMUs from 1906 into the 1920s, and a photo of Woodland Station in 1945 with a steam-hauled train approaching. By the 1950s, Alco RS-3 locomotives replaced steam, but service was being cut back. Some New York Central EMUs lasted long enough to be replaced by M1 railcars in the 1970s. Some of the New York Central coaches (as with some we saw on the New Haven earlier) were configured as passenger-baggage cars, identifiable by the absence of windows along part of the length. We got to see an example of Penn Central's last paint scheme, which was dark green but had a shiny appearance, in contrast to the largely black New York Central and early Penn Central paint scheme. Next was an ex-Cleveland Union Terminal P-2B built by ALCO-GE in 1928 - 1930 and used by the New York Central in the tunnels after Cleveland Union Terminal ceased electric operation in 1953 in favor of diesel operation, a few of these lasted into the Penn Central era, but all were scrapped by 1972. (Note that Cleveland Union Terminal stopped being a train station and became Tower City Center in 1971.) After this, we saw the New York Central S-Motors built for the original operation into Grand Central Terminal -- these lasted from 1906 until 1981. Note that these locomotives were built by ALCO-GE in 1906 - 1908 and designated class S (S-Motors) after their 1907 rebuild

(and change order applied to locomotives not yet built) from a 1-D-1 wheel arrangement to a 2-D-2 wheel arrangement after a serious derailment; as originally built, they were designated class T, not to be confused with the class T locomotives (T-Motors) that arrived a few years later, also built by ALCO-GE, but from 1913 to 1926. In later years, these were mainly used to pull passenger trains between Grand Central Terminal and the yard for servicing. After this we got to see more New York Central P-Motors, used to pull long-distance passenger trains through electrified territory between Croton-Harmon and Grand Central Terminal. P-Motors viewed from a distance resembled T-Motors, but actually had the same wheel arrangement as GG-1s. We also saw an R-Motor (built by ALCO-GE in 1930 - 1931 for electrified freight service), and then New York Central 1950s vintage EMUs replaced by the M1s, which featured a green paint scheme similar to the late Penn Central paint scheme, but lighter. Some EMUs had a gray paint scheme (which, however, avoided the dingy appearance of much other New York Central and Penn Central equipment). Many platforms in the New York area had low platforms, even when being served by third rail powered EMUs; surviving stations have been upgraded with high platforms in more recent years. We saw an odd mixed train of two EMU cars pulling two RDCs from White Plains towards New York City.

Next we saw a Kodachrome photo from 1950 of two Centrail Railroad of New Jersey (CNJ) "camelback" 4-6-0 steam locomotives of vintage as early as 1900, on a line to the vicinity of Sandy Hook and Jersey City. CNJ also had some 0-8-0 locomotives of more conventional appearance that likewise lasted into the early 1950s. We saw the last train ever to run on the South Branch of the CNJ, in 1953. CNJ also had 5 4-8-2 locomotives and some 2-8-2 locomotives that lasted into the early 1950s. We saw Central Railroad of New Jersey Terminal (built in 1889) which ended service in 1967 April 28 with trains hauled by RS-3s and Fairbanks-Morse power including Trainmasters (model H-24-66); the tracks were removed after commuter service from this station and four others was consolidated into Hoboken Terminal, but the station building has been preserved on the National Register of Historic Places and restored as part of Liberty State Park (although it was badly damaged in 2012 by flooding caused by Hurricane Sandy, and is currently still closed). We saw coaches that were rebuilt into cab cars for the first push-pull operation in the East. CNJ also had 11 RDCs, one of which served later on the MBTA in the 1980s. Bayonne was one of the stations now used by Hudson-Bergen Light Rail, although the original station building no longer exists; we saw it with RDC service; we saw the burned-out station at almost the end of service in 1978.

We saw 1968-vintage Jersey Arrow cars in 1970 in Rahway, followed by Pennsylvania Railroad MP54 EMUs (built from 1908 - 1937, initially as unpowered coaches, but designed for conversion to EMU operation, although this included trailers that remained unpowered). We got to see some more of these in Penn Central service, including an interior photo. The windows had to be replaced by aluminum-framed windows due to loss by suction from passing Metroliners. We saw a PRR "Shark" diesel built by Baldwin in 1948 hauling a train Jersey City under the wires, on track that now no longer exists; then we saw more MP54s (built in the early 1900s into the 1920s, but appearing in fairly good shape, probably due to rebuilding that started in 1950). In New Jersey, most platforms were also low level in the 1970s; the suburbs were less populated then than now, so trains of two (weekends) to five (weekdays) were common. MP54s served from the 1910s into the 1970s. We saw the Princeton Scoop/Dinky at both terminal stations, using a train of two MP54s. Pennsylvania EMUs went as far west as Harrisburg.

Next, we saw the Long Island Railroad, starting with MP54s built in 1934, in Penn Station. Next, we saw the MP41s, which were the original EMUs for the Long Island Railroad, photographed in the early 1900s and 1939 - 1941, as well as views of MP54s photographed in this era. We saw a temporary terminal at Far Rockaway, which looked like a subway station, as did some of the more permanent stations. We saw a photo of the 1939 World's Fair station, which had to accommodate Long Island Railroad and IRT subway cars. We saw Jamaica Station in 1969, followed by several other stations. Long Island Railroad electrified territory had high level platforms in the stations, and had EMU trains of up to 12 cars. We saw some MP54s operating in MU with cars built in the 1950s - 1960s. We even saw some MP70s built in the 1940s - 1950s,

which had a compressed (not very comfortable) quasi-double decker seating layout (which was discontinued for the MP72s), and could operate in MU with other pre-M1 cars. Next were MP75s built in 1963. We saw a photo of Harold Interlocking, which has branches to 3 different lines to the west. Next we saw M1 railcars when new in 1969. Eric also showed us that the Long Island Railroad also had RDCs. This included a photo of the Evergreen branch with its street running street running, used in revenue only for freight after 1894, with an RDC fantrip on it.

Next was the Erie Railroad in the 1960s, with a locomotive hauling a single coach as was common in the atrophied commuter operations of the 1960s and 1970s. Then Eric showed us a procession of steam locomotive-hauled trains: an Erie 4-6-2 in 1926 hauling a train to Hoboken, then a 4-6-0 built in 1904, and a 2-8-0 built in 1904 and retired in the late 1940s. Then we saw an E8 in 1968, followed by a pair of F3s originally from the Delaware, Lackawanna and Western Railroad, which merged with the Erie Railroad to form the Erie Lackawanna Railroad in 1960. We saw various old Erie coaches, and then the Phoebe Snow coaches (the name of this train being derived from advertising of "clean" anthracite coal). Then Eric showed us Alco RS-3-hauled coach trains, and then U34CH locomotives when new. We saw Hoboken station, which had a futuristic passenger service tower-style kiosk. We saw F40PHs in Hoboken when new. We saw Erie Lackawanna EMUs that ran under 3000 V DC power, built in the 1910s - 1920s (the trailers, originally built as coaches for steam trains) and 1929 - 1930 (the power cars). The 3000 V DC service lasted until 1984. At Summit Station in 1983 we saw the NJT 1983-vintage EMUs that replaced the Erie Lackawanna cars. We saw the last 3000 V DC train running under its own power in 1984. After this, Eric showed us that when the electrification was being replaced with AC electrification in 1984, the EMUs were pulled by locomotives.

Back to the Centrail Railroad of New Jersey, we saw various diesel locomotives, including Alco RS-12s, a GP7, and a Baldwin DR4 built in 1947-1948, hauling a CNJ freight train. We saw Elizabethport, which lasted as an engine terminal and repair facility into the early 1980s. We saw an RDC train in the "Chemical Coast" area; a stadium now occupies this space. We saw Newark Broad Street Station in the 1960s; trains that served this station connected with other trains at Elizabethport. We also saw operation in the 1970s under Conrail (although without the Conrail paint scheme, instead using the CNJ paint scheme). We saw a variety of diesel-hauled trains, including some CNJ locomotives built by EMD as GP40Ps in 1968 under contract to the New Jersey Department of Transportation; these went to Conrail in 1976, and thence to New Jersey Transit in 1983, whereupon they were rebuilt with diesel-electric head-end power generators (replacing the steam generators) as class GP40PH, and then rebuilt with further modernization as class GP40PH-2 in 1991 - 1992, and continue in commuter rail service to this day, along GP40PH-2 units that were rebuilt from GP40 freight locomotives. The show ended with an RDC fantrip.

SHORT FORM (for Annual Report) Entertainment Report for November 7, 2015

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