

DOWNLOAD PDF REVISITING THE LONG ISLAND RAIL ROAD, 1925-1975 (IMAGES OF RAIL)

Chapter 1 : Revisiting the Long Island Rail Road : Steven Lynch :

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Long Island Rail Road: They have stopped at Dunton tower to receive permission from the block operator to proceed. The engine and crew will access the storage yard via tunnels located in the concrete embankment visible behind the locomotive. Those tunnels are located to the right of the locomotive, outside the photo. Forsythe Collection " David Keller archive p3 " Title Page p4 " Dedication This book is dedicated to all the railroad veterans, past and present, who, through their hard work, dedication and long hours, helped make the Long Island Rail Road great. David Keller This book is dedicated to my mother and my wife, for their encouragement and caring and always being there throughout my life to light the way. Steven Lynch Chapter 1: Feeding the Firebox p. Our Diesel Heritage p. The Freight Business p. Morris Park Shops p. Depots and Towers Along the Right of Way p. Thanks also goes to three old friends: Art Huneke for his invaluable tower data, Vincent Seyfried for his also invaluable station and roster data as well as the dates of first-year electrification and Ron Zinn for his detailed Morris Park Shops data and for reviewing chapter 6 for any errors. As always, I wish to acknowledge the wonderful photography of George E. Osborne and Jules P. Special thanks goes to the generosity of my friend Edward Hermanns. David Keller I would like to thank all those that sent words of encouragement on the first book and pushed the implementation of the second volume. A special thanks goes out to my friend, mentor and co-author Dave Keller. Without his archives none of this would have been possible. As before, most of the images presented have never before been published and great care has been taken to provide high quality images with historical background information within the captions to provide the reader with a greater insight into the operations of the LIRR. To that end, we start with: Feeding the Firebox illustrates the diversity of both passenger and freight operations behind steam until its demise in October, Morris Park Shops takes you behind the scenes into the world of maintaining a large fleet of locomotives, passenger cars plus a tour of the service facilities required of a Class 1 railroad. Depots and Towers Along the Right of Way examines a part of daily operations that make the railroad function, usually unnoticed by the general public, but playing a critical role in the safe daily movement of people and goods over the line. This map shows the Wading River extension as well as the Sag Harbor branch, both in use during this time frame, however it inaccurately also shows the Manhattan Beach branch which was abandoned in . Curious, though, is the fact that the map had, indeed, been recently updated, as the Whitestone branch, abandoned in , is not shown. This close-up shows the steam dome with the whistle mounted behind. Visible just below this chain is the ashpit track. Also seen is the brass bell in its mounting, then the sand dome, the smokestack, the generator and headlight. To the left of the headlight is one of the two classification lights which would soon be removed from all Pennsy locomotives by PRR edict. Beyond the steaming smokestack, smoke from which is covering the passenger cars in the right background, can be seen a wooden N52A class caboose laying up on the rear of a freight in the yard. Sommer photo p11 " Chapter One Celebrating years of electrification, the LIRR owes much of its success and viability to its parent road: That year saw some intense changes on the LIRR. On August 29, electric service opened from Flatbush Avenue to Jamaica. November 1 saw electric service to Queens Village. Three days later, the Flatbush Avenue station saw the last steam service and the new depot was placed in service on November 5. December 11 saw electrification spread from Jamaica to Valley Stream. From that point forth the continued expansion and viability of Long Island suburban communities was assured. The Central branch extension is visible at the left. In July, it was retired and scrapped. Jeff Winslow photo p13, 6 Additional testing and experimentation some held on the Central Extension in to develop an efficient electric locomotive that could accommodate passenger and freight service, especially into and out of the soon to be opened Pennsylvania Station in Manhattan, led to the production of the class DD1 electric locomotive in Votava photo p13, 7 DD1 , in shiny new paint, is

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deadheading an equipment train eastbound from Pennsylvania Station in Manhattan to Jamaica, passing through Sunnyside, Long Island City, in August, Deadheading means non-revenue no passengers , and, in this case, the DD1 is serving the purpose of delivering equipment to a terminal where it will be used as a scheduled train. A year or two earlier, this yard would have been filled with the old-style MU cars as well as MU double deckers. Votava photo p16, 9 Another style electric locomotive used in freight service was the B3 class. Equipped with folding pantographs, it got its juice from the overhead catenary wire system. Here with engineer and are posing for the photographer at Bay Ridge, Brooklyn in July, At the right are the various light switches. Directly under the air brake gauges is the controller handle. Various air lines are routed around the cab. Krzenski photo p17, 11 A three-car double decker train is sitting at the newer station platforms of Belmont Racetrack in Elmont, NY around The track is visible in the background. This spur branched off the Main Line just east of Queens Village and first provided service to the track in The original station covered platforms were razed in when the tracks were cut back to north of Hempstead Turnpike. Edwards photo p17, 12 A two-car MU train is eastbound at the Valley Stream station in this view. This was one of the earlier grade elimination projects and notable are the LIRR keystone logos on either side of the station name. The tower-like structure at platform level is the baggage elevator, used to transport baggage checked at the ticket office at ground level up to track level. Built by Baldwin-Westinghouse in , this tiny locomotive is shown laying up on one of the tracks extending from the turntable in August, Part of the roundhouse is visible in the background, as is the Futura lettering on the locomotive tender. Garden cabin is at the right, tight up against the store wall and protecting the crossing with manually operated gates. At the left is the wooden diamond crossing sign. The train is on the crossover switches accessing the westbound track approaching the station in this scene from Edwards photo p19, 15 A brand new string of M1 cars are stopped at the Shea Stadium station at Flushing Meadows, Queens in this view. Shea Stadium was built here to house the New York Mets and the station was used for the ballpark after the Fair closed. David Keller archive p19, 16 Looking east at Landia we see a MU train leaving the station and heading for the new end of electrified territory at Huntington in The low platforms, one on alternating sides of Robbins Lane, were removed on October 3, Edwards photo Top View.

Chapter 2 : Revisiting the Long Island Rail Road: by David Keller

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Chapter 3 : Hillside station (LIRR) - Wikipedia

Hi Folks: Just a quick note to let all those who are interested know that my sequel book, "Revisiting The Long Island Rail Road: " is due for publication the week of Monday, 8/15 a whole month ahead of schedule!

Chapter 4 : Revisiting the Long Island Railroad: (Images of Rail Series) - free PDF, CHM, DJVU, EPUB

Keller and Lynch coauthored the companion book The Long Island Rail Road: I as the people, places, and industries it served. This book offers an insiders view of the Morris Park shops and photographs of the varied passenger operations found on the Long Island Rail Road.

Chapter 5 : Revisiting the Long Island Rail Road: by David Keller: New | eBay

Revisiting the Long Island Railroad: (Images of Rail Series) by David Keller, Steven Lynch Planned and chartered on

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April 24, , the Long Island Rail Road commenced operations in to provide a route to Boston.

Chapter 6 : Long Island Rail Road: a Sequel- DocsBay

OK guys it's getting close! I just received my author's first copy from Arcadia in the mail and they tell me their distribution date is the week of August