

Mix Up Those Passenger Runs

By John D'Angelo

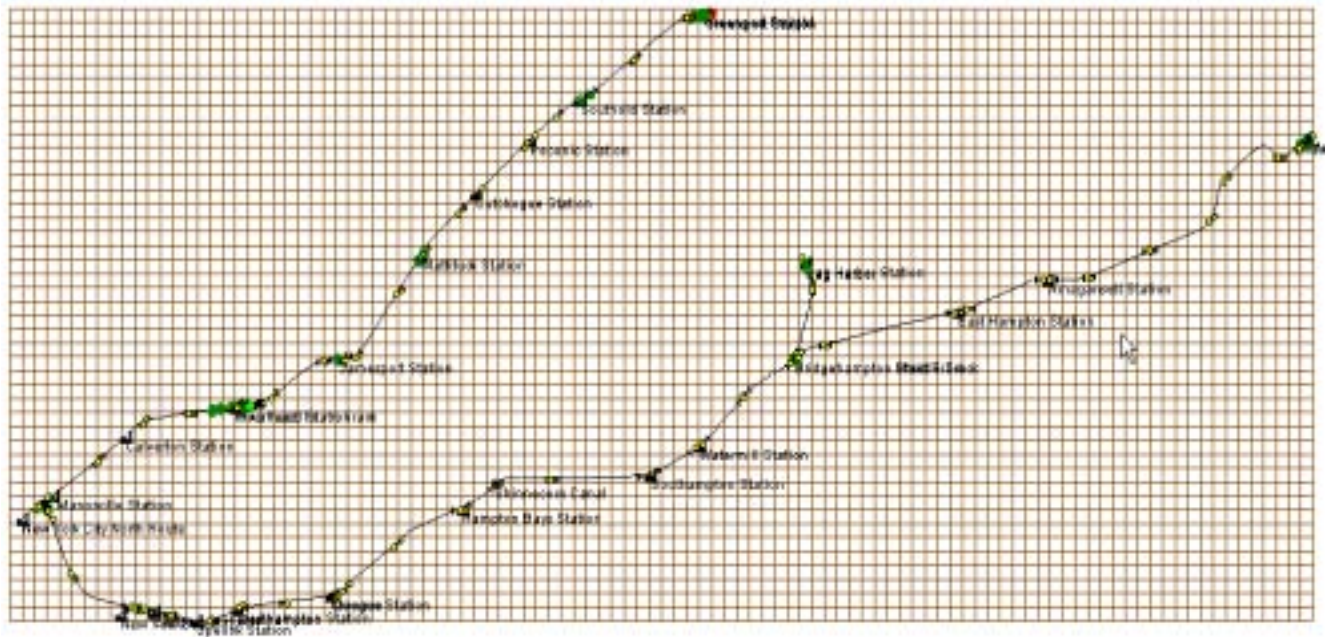
These days most of our trains have a unified appearance. The Long Island Railroad that I commuted to New York City on was, for the most part, composed of aluminum sided commuter trains. They had no locomotive, as each car was self-powered using third rail electricity. Only the trains heading out to the forks of the island were not electrified and used diesel equipment. All day long sliver snakes went into and out of Manhattan on a regular basis. The sameness of their appearance made train spotting a bit of a dull experience.



I longed for the old days when passenger trains were as varied as the day is long, and *Trainz* is the place where you can do this. When I say "varied" I mean that there were all types of passenger trains from the famous named trains such as the *Super Chief* or *20th*

Century Limited down to great little interesting trains such as the Long Island Railroad's *Scoot*.

The *Scoot* was a short passenger train that ran from Greenport on the north fork of long Island and curved around to the south fork of Long Island. It ended its run at Amagansett where the steam engine uncoupled from the train and ran around it, then coupled up and made the run back to Greenport while running backwards! There was no turntable at Amagansett, so that's why they ran it this way. There was a turntable at Greenport, so locomotives arriving at Greenport could be turned around for the return voyage, but the valiant little *Scoot* had to do it the hard way when returning from Amagansett.



The Route of the Scoot.

The above picture shows my full-scale model of the Long Island Railroad's trackage on the east end of Long Island. The picture was done with *TrainzMap* and each square in the picture is a full baseboard. The *Scoot* traveled from the top of the map at Greenport, heading southwest to Manorville, then it curved south and finally headed northeast along the south fork of Long Island and traveled out to Amagansett, where the cursor arrow is, finally making the return trip to Greenport running in reverse. My model of this section of the LIRR has the track laid down, but the scenery will take me a very long time to complete. It made this roundabout journey, which the locals called "Going around the Horn," because there was a lot of water between the forks.



Long Island's North and South Forks.

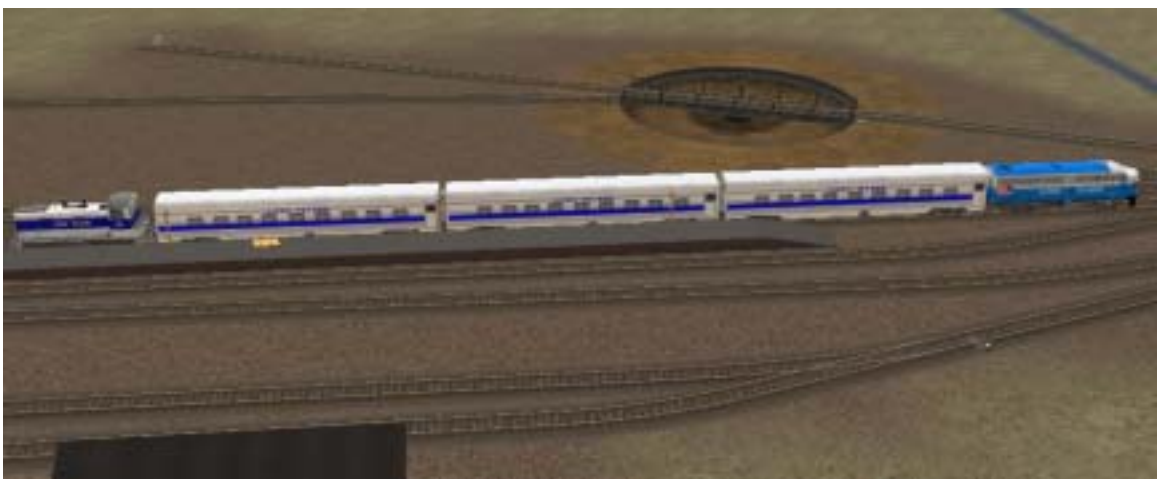
This satellite image from *Google Earth* shows Long Island's East End. Compare that image with the track plan. Yep, the little *Scout* had lots of water to go around! The LIRR tracks where the *Scout* traveled along the North Fork are 1/10th of a mile from my house. Unfortunately, the *Scout* does not make that run any longer and a bus now makes the trip.

The Long Island Railroad was once owned by the Pennsylvania Railroad, and Pennsy equipment was leased to the railroad during the glory days when the road used steam engines. One locomotive that they used for the *Scout* was the sturdy and fast 4-4-2 Atlantic. Bill Klene is in the process of releasing a beautiful model of this type of locomotive and I am lucky enough to have been given the chance to test it out. On the next page is a picture of the *Scout* using Bill's Beta 4-4-2 locomotive pulling Magicland's PRR heavyweight cars. Hopefully by the time this article comes out, the 4-4-2 will be available at the *Trainz* Download Station (DLS).



The Scoot.

Another interesting configuration that the railroad used was a *push-pull* arrangement. This was used to allow a diesel train to travel to Greenport and return to Jamaica Station without having to turn around. The LIRR used an Alco FA at one end of the train and at the other end used an SW-7 or GP type locomotive. I used *Paint Shed* to make my model of a LIRR push-pull passenger train.



LIRR push-pull train.



Push-pull at Greenport Station.

Other interesting variations for your passenger trains are the *mixed* trains. These were passenger trains that also carried non-passenger cars. One train I like to run is *The Milkman Limited*. That train is an early morning local that has a pair of milk cars at the head end of the train. I use reefer cars to carry the milk cartons, and at every station stop along its route a little extra time is spent unloading the milk to the waiting delivery van. Fun can be had for the morning run by using a switcher to build the train in the darkness, adding the reefers to the consist, then putting on the road engine and have her head out into the darkness to meet the rising sun. I use Bill Klene's great looking 2-8-0 Consolidation for these runs, and his 0-6-0 switcher to build the train.



Milkman Limited leaving Montauk.

Interesting train movements can also be made on class one trains. The Amtrak *Lake Shore Limited*, which now travels along the same route as the original New York Central's *20th Century Limited*, has a very interesting operation when it reaches Albany-Rensselaer. It splits into two trains, one proceeding to Chicago, and the other going to Boston. I created a similar operation on my *United Central* route. My best passenger train leaves from Central City and heads to Springfield Station. At Springfield, the rear section is uncoupled. The front section heads out west to San Angelo and a new locomotive is added to the rear section. The new section runs around the loop to arrive at Eastport Terminal. Here are some screen shots of the operation:



The Westwind Limited arrives at Springfield.



The Train uncouples from the second section.



The Westwind Limited leaves for San Angelo.



The locomotive now couples to the Second section.



The second section heads for Eastport.



The Westwind Limited arrives at San Angelo.



The second section Arrives at Eastport.

Heading in the opposite direction, the trains would head to Springfield, the sections would be joined, and then the *Eastwind Limited* would head to Central City.

Have some fun with your trains and create those Scoots, push-pulls, mixed trains and Limiteds; they'll give your route some character. I do have one final picture for you, but you have to find it in a book by Ron Ziel entitled *The Long Island Railroad in Early Photographs*.

Once there was a shuttle train on the Long Island Railroad between Sag Harbor and Bridgehampton. The train no longer runs there and the track was torn up many years ago and exists today only as a trail you can hike on. The train that ran on that route was called the *Sag Harbor Scoot* or the *Bridgehampton Jigger*, depending on which way you traveled on the route. It was also called the *Toonerville Trolley* because in its final days it was run using a single Brill self-propelled car. On page 140 there is a picture of a Brill car number 1134. My grandfather was the conductor of that train and he passed away years before I was born. I did find another picture of that car where the crew is in the photograph and there is a lanky looking man in his conductor's uniform. Since I can't remember where I got the picture from, I can't publish it, but I just know that the man in the conductor's uniform was my grandfather. I would have liked to have known him, we could have gabbed about trains!

John

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