



SEMAPHORE



June 2013

The next meeting of LIST will be on **Friday, May 21st at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Noted rail historian and author, Richard Taylor, has been invited back to do a presentation for our June meeting.

This time he will cover the fascinating Lehigh & Hudson River RR.

Along with his own photographic work dating back to the 60s and '70s, he will also include shots from a few other photographers from the steam era.

The long-gone "Ellen H." connected Allentown and Easton Pa. with Maybrook, N.Y., winding through NJ's Warren and Sussex Counties.

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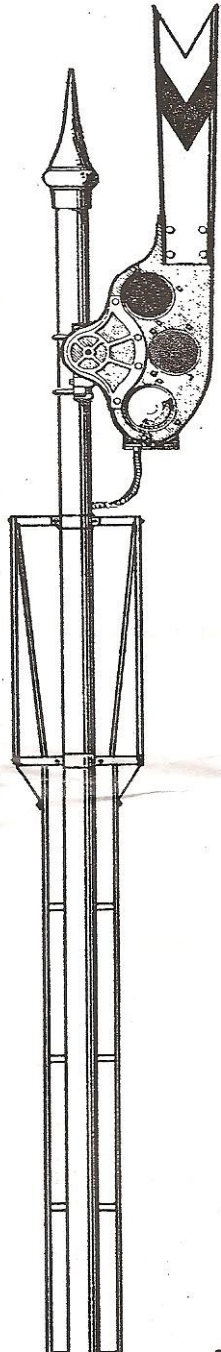
For regular updates and other important information, visit the Chapter website at:

<http://www.nrhs-list.org>

The Chapter mailing address is:

LIST—NRHS, P O Box 507

Babylon, New York 11702-0507



THE PUBLICATION OF THE
LONG ISLAND-SUNRISE TRAIL CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY





The following price list is for LIST members only!

- #_____ LIRR 175th Anniversary 60 page book @ \$10 each Total _____
- #_____ NY Connecting RR Book @ \$27 each Total _____
- #_____ Jamaica Station by Dave Morrison @ 18 each Total _____
- #_____ LIRR Stations by Dave Morrison @ \$18 each Total _____
- #_____ The Long Island Rail Road, In color Vol. 1 @ \$48 each Total _____
- #_____ The Long Island Rail Road, In Color Vol. 2 @ \$48 each Total _____
- #_____ The Long Island Rail Road, In Color Vol. 3 @ \$48 each Total _____
- #_____ The Long Island Rail Road, In Color Vol. 4 @ \$48 each Total _____
- #_____ The Cast Iron Eagles of Grand Central Station by Dave Morrison @ \$5 each Total _____
- #_____ Revisiting The Long Island Rail Road @ \$18 each Total _____
By David Keller & Steven Lynch
- #_____ The Long Island Rail Road Part Seven @ \$60 each Total _____
By Vincent Seyfried
- #_____ The Queens Blvd. Trolley @ \$50 each Total _____
By Vincent Seyfried
- #_____ The Rockaway Trolley @ \$50 each Total _____
By Vincent Seyfried
- #_____ The Keystone magazine @ \$10 each Total _____

Shipping for 1 of the books, \$3.00

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping.

LIMIT ONE EACH OF THE SEYFRIED BOOKS PER CHAPTER MEMBER



The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 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

Stephen F. Quigley, President

Steven R. Torborg, Editor

List Happenings by Steve Quigley

Chapter member and historian, Dave Morrison will be conducting a tour of the Wading River line this fall. Although the line has been out of service since 1938, a couple of bridges and some of the structures that were originally the stations on the line still exist. Dave's book on the Port Jefferson line should be available just before the tour and I am sure Dave will have them available for purchase and autograph in conjunction with the tour. We will be chartering a motor coach bus and as a result, seating will be limited. Although the tracks are long gone, a substantial portion of the right of way still exists for power lines. The tentative scheduled date for the tour is November 16th. The reasons we scheduled it for November is so that by then, the leaves should be off the trees and we will be able to see more as well as Dave's book is scheduled to be released the beginning of November. The tour will be different in that "forgotten" places of the Port Jefferson line will be viewed. Places such as the trolley tracks in Northport, the old Northport spur, the Kings Park Hospital siding, the Jones Family right of way in Cold Spring Harbor will be attempted to be viewed. Something different so set the date and more to follow in the September Semaphore.

The Twin Forks Chapter and LIST shared a booth at the Parade of Trains train show in Grand Central Terminal on May 11th and 12th. LIST displayed poster sized photos of various trains and places on LI and we sold books and calendars to the thousands of people who attended. It was estimated that 35,000 people attended on Saturday and 25,000 on Sunday. In addition to the exhibitors in Vanderbilt Hall, 16 private coaches from around the country were open for touring as well as some Metro-North locomotives and rolling stock. Several LIST members helped at the show and thanks to them all had a great time. There was no charge for admission and the crowds were so great that the aisles were turned into one way only. Thanks to the people of the LIRR who provided us with brochures to hand out and Chapter member Tom Nuzzo of Lionel Trains Inc. who gave us current catalogs to give away. The brochures and catalogs were gone by early Sunday even though we were provided with hundreds of each.

Through the generosity of Chapter member William Bellmer, 3 of Vincent Seyfried books are available to Chapter members. The books are as follows:

- 1] The Long Island Rail Road, Part Seven, The Age of Electrification 1901-1916
- 2] The Queens Boulevard Trolley
- 3] The Rockaway Trolley

These books are NEW, NOT used. Due to the limited amount available, ONE copy of each book to Chapter members ONLY! As you know, Vincent was a long time Chapter member who passed away on April 14, 2012 and thus these books are out of print. Thank you Bill Bellmer for providing them to our Chapter! Please see the attached order form. Only a few of the trolley books are still available.

The Chapter's book on the "Shortline Railroads of Long Island" was sent to the printer. This book is being produced by our Chapter with authors Ed Koehler and the late Harold Fagerberg. We hope to have this book available by the June meeting. The book has 128 pages, with maps, photos and roster lists of the Short Lines of Brooklyn and Queens. Naturally, Chapter members will receive a discount off the retail price. When the book becomes available, which will be sometime in June, we will send a special notice to Chapter members.

We are in the final stages of revamping our Chapter's website. Before the next edition of the Semaphore, the website will be changed to the new address of LIST-NRHS.org. The website will be revised and reorganized for easier reading and more access to other sites. Just as an FYI, an excellent website for LIRR pictures and information is "trainsarefun.com." It has an incredible amount of LIRR historical facts and pictures as well as having pictures of the front and rear covers of every calendar that LIST has ever produced. Check it out when you have a lot of time because the information is extensive!

Continued on next page...

List Happenings...continued by Steve Quigley

Chapter member Michael Boland wrote an excellent article for the Keystone magazine in 1995. The article was an extensive history of LIRR East End service including the story of the Cannonball. Due to the LIRR initiating new Cannonball service, I have ordered a few copies. If you wish to purchase a copy, please see the order form in this edition of the Semaphore.

We are always looking for new members. If you know of anyone who might be interested in joining LIST, please contact me and I will send them information on joining.

If you wish to write an article for the Semaphore, just let me know and I am sure that we will be able to print it. I have a few articles waiting to be printed but we can always use more. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766.

As in the past, the Semaphore will NOT be published during July and August so that we can give the editor, Steve Torborg and I a break from the stress of the deadlines [joke!] However, as usual, we will resume publication in September.

HAVE A GREAT SUMMER AND I HOPE YOU GET IN A LOT OF TRAIN WATCHING!

LIRR NEWS by Steve Quigley

The LIRR has initiated a new version of the Cannonball. First the first time in its history, the entire train, locomotives and coaches, departs from Penn Station. As recently as last year, the train started in Queens, stopped at Jamaica and then continued to Montauk. On May 24th, the Cannonball departed from Penn at 4:07 and the first stop was Westhampton with NO Jamaica stop. The schedule was for the first 79 miles in 94 minutes to Westhampton. The stops were Westhampton, Southampton, Bridgehampton, East Hampton and Montauk. The total train consist was 12 coaches which included 2 Hampton's Reserve cars and 2 DM's. The DM's were at each end. The Locomotives had a drumhead which showed the Montauk lighthouse and also showed "The Cannonball" in words beneath the lighthouse.

I [Steve Q.] purchased a ticket on the inaugural run of the new Cannonball and decided to splurge, spend the extra money and ride in the Hampton's Reserve car. The extra money was worth it as I saw that many people in the unreserved section had to stand all the way from Penn to Westhampton. The ride was smooth, quick and comfortable with the waitress service efficient and well performed. A Hampton's Reserve menu showing the refreshments and snacks available on board was placed on each seat in each of the 2 cars. One bar cart was in each of the two Hampton's Reserve coaches and other bar carts were placed in the other cars. It was estimated that approximately 1,800 people were on board a train that seats 1,450+-. Some passengers stood all the way from Penn to Westhampton! It appears that on the basis of the demand for this train, six coaches could be Hampton's Reserve, six could be unreserved with an extra section following.

If you would like a LIRR brochure on "Hamptons/Montauk Cannonball Service" along with a current Montauk branch timetable, just email or call me and I will send you both, no charge.



THE LIRR MODELER by Mike Boland

This Month's Feature:

***MODELING THE MB62 AND MBM62 FROM THE CON-COR
MODEL IN HO SCALE PART 5***

This month we will discuss several items that can be done to the Con-Cor MBM62 to make the car more like the LIRR prototype, since they modeled the car after the Pennsylvania prototype.

An engineman's compartment door can be added to the RPO section at the right of the car. This can be done by simply cutting an opening for the door where the window. A single-pane door can be made from styrene or a door can be used made by New England Rail Supply (NERS); the door will have to be cut down in order to fit.

Next, three windows will have to be added to each side of the car. Two are the same size as the windows at each end of the car while the third is in the RPO section and larger than the other two. Use prototype photos to locate and position the windows. Then carefully cut the holes out; we suggest using NERS windows since they are almost the same size as the prototype ones.

On the other side of the car, the five-foot baggage door needs to be replaced with a pair of double-doors measuring eight feet in width. You will have to remove the existing door and widen the opening. These double-doors, as well as the single door on the opposite side of the car, were originally PRR panel-style doors but the LIRR replaced them with porthole-style doors, most likely when the cars were modernized. You can keep the panel doors and make the double-doors from styrene or make replacement porthole doors if modeling modernized cars 4209 and 4210.

Also, the incorrect AC underbody has to be stripped and replaced with a DC underbody. We hope to do this when we return in the Fall and also review the Rapido ex-B&M cars, the new Atlas red, white and blue GP38-2 locomotives in red, white and blue and Con-Cor's run of MP54s in gray and orange with Dashing Dan and other surprises. Have a great summer and happy modeling!



Stack Talk by Neil Moran

EDITOR'S NOTE: *Due to spatial restraints, this and future issues of "Stack Talk" will contain only news in the United States and Canada. If you wish to receive this article in it's full format, please contact me via email at storb35@aol.com.*

ALASKA: A group of Alaskans have started a million dollar project to restore engine #557, it was the last operating steam locomotive in Alaska. The group is called the "Locomotive 557 Restoration Company. Engine #557 is an S Class Consol 2-8-0 built between 1942 and 1945 for heavy freight work in Europe during World War II. More than 2,100 engines served in Europe. After the war ended she was shipped to Alaska. When arriving in Alaska the engine was modified for service in colder climate. Larger compound air compressors were mounted on the front pilot, steam coils were installed in the cab for heating, and seasonal snow plows were built and attached when needed. Later on, the #557 was kept around to help when the Nenana and Tanana rivers regularly flooded the rail yards. Diesel motors can't operate in over two feet, but #557 could and did. The locomotive made her last run in Alaska on September 5th 1960 at the State Fair in Palmer. During the 1960's it was sold to Monte Holm, who owned an iron and steel company in Moses Lake, Washington. After his death, friends of his estate bought the engine and donated it to the Alaska Railroad, which then turned it over to the restoration company. This group has logged more than 2,000 hours to restore her. So far the cab has been removed along with all its appliances, compressor, generator, headlamp, and bell. Next, they face the unknown when they go into the boiler, this will be a major project. The locomotive ran at 225 steam pressure psi. Hopefully the engine will be ready by the summer of 2015. Of course, the restoration depends largely on donations. Gifts of more than \$25 are matched dollar for dollar by the Rasmuson Fund Foundation which has committed \$350,000 to the project.

CANADA – BRITISH COLUMBIA - KAMLOOPS: Unfortunately, the Kamloops Heritage Railway Society will not be operating their steam train this year due to the group's chief mechanic being laid off in late 2012. The board of directors was also dissolved around the same time. Just a few months ago the Royal Canadian Mounted Police were called in to investigate a case of this misappropriation of company funds of the Kamloops Heritage Railway Society. All of the organizations assets have been frozen while the investigation continues. In the past, the KHRS has operated on a Canadian National Branch Line out of Kamloops to Kelowna, and steam excursions made a profit running these trips. The steam engine they were using was a former C.N. 2-8-0 Consol #2141. At present the town of Kamloops has taken custody of the steam engine and rolling stock, and this leaves the KHRS in a very uncertain situation.

UNITED STATES – OREGON - TILLAMOOK: The Oregon Coast Scenic railway I'm happy to say is back in business. All thanks to Scott Wickert who worked out a deal with towns the railroad goes through. Mr. Wickert is the President of the Oregon Coast Scenic Railroad. The OCSR can now operate between Tillamook and Enright a distance of 44 miles. At the end of the last March they ran a test train using ex Curtiss Lumber two truck Heisler # 2. It also marked the first steam engine run in Salmonberry Canyon since S.P. switched to diesels in 1953, 60 years ago. Reopening this track took a lot of work, as the railroad has numerous steep hills, many curves and bridges. The reason for all this heavy work was due to a severe winter storm that decimated the lines upper section of the track and roadbed in 2007. At that time the owner had no choice but to close down the railroad claiming it was too expensive to repair. The tourist line then cut back to a little more than five miles between Caribali and Rockaway on the Pacific coast. In 2011 President Scott Wickert of the Oregon Coast Scenic stepped in and negotiated a long term lease of 44 miles from Tillamook to Enright, and the rest is history.

OREGON – PORTLAND: Former Southern Pacific Steam Engine #4499 a 4-8-4 Lima built in 1941 is presently undergoing her mandatory 15 year inspection at the newly built Oregon Rail Heritage Center in Portland, Oregon. This new facility also is home to ex Spokane Portland Seattle 4-8-4 #700, and to Oregon RR & Navigation 4-6-2 Pacific #197. The restoration actually started back in February when a crew of volunteers led by Doyle McCormack started to dismantle the "Daylight". The rebuild should take between 12 and 18 months depending upon what the workers find when they take the engine apart. Since it's rebirth in 1970, the #4449 has traveled extensively throughout the United States on very successful tours. She also had a major role in the movie "tough guys" featuring famed actors Burt Lancaster and Kurt Douglas. This baby has some kind of history!!

Stack Talk...continued by Neil Moran

CALIFORNIA – SUNOL: The Pacific Locomotive Association which runs the Niles Canyon Railway had a very special day back on March 9th when they ran restored Clover Valley Lumber Co 2-6-6-2 #4 on a fan trip. The Mallet was built in 1924. This was the first revenue for the No.4 in many a year. The articulated compound engine performed exceptionally well for a locomotive that hasn't run in decades. The Niles Canyon Railway has big plans for the Mallet this year, and should prove quite the drawing card. There's another 2-6-6-2 T running and operates on the Black Hills Central R.R. in Hill City, South Dakota.

TEXAS – AMARILLO: This is an update on Santa Fe #5000 A 2-10-4 steam locomotive that was built by the Baldwin Locomotive Works in 1930 for the Atchison Topeka and Santa Fe Railroad the locomotive was donated to the City of Amarillo, Texas in 1957, and is currently being maintained by that Cities Railroad Artifact Preservation Society. One of the problems facing this group in restoring the engine is where to run it once it has been restored, especially if the group does not own the track. The RRAPS rebuilding of "Madame Queen" has now developed a unique vision for how display and use the 2-10-4 once it is ready for service. She will be the featured attraction at the Texas Railway Academy a multi-use facility in Amarillo. The Santa Fe Locomotive Development Museum will be the biggest draw for the rail fan. The group plans to acquire a tightly focused collection of historic Santa Fe locomotives and restoring them all to operating condition. A workshop will be built, and visitors will be allowed to view the work being done. A transfer table will allow the locomotive to move outside to connect to the Demonstration Railroad. The complex will also include the Texas Railroad Academy with certified engineer and conductor program for training the crews. The Academy will also include a railcar and locomotive repair program in cooperation with Progress Rail. Supporting all these programs will be a standard gauge demonstration railroad of approximately thirty miles that will include a yard, tunnel, hills, bridges and other objects. This track will support up to 79 mph speed with a mainline connection. The Society is aiming for a development that will provide a wide range of interests, not for just steam locomotives. They will also be looking at a developer for the projects commercial aspects that will generate a long term sustainable funding for the museum and the Railroad Academy. To the Railroad Artifact Preservation Society – "Remember", the eyes of Texas are upon you".

WYOMING – CHEYENNE: Union Pacific is still working on a possible 4-8-8-4 "Big Boy" restoration, according to Mark Davis. He states "we are continuing to explore whether or not restoring a "Big Boy" locomotive is a viable project". He continues "should things continue to move forward, there's a lot more work to be done in terms of securing a locomotive, when and where the locomotive could be restored and if restored where it could operate on the Union Pacific Network. Since last winter the U.P. railroad was in talks with the Southern California chapter of the Railway & Locomotive Historical Society to potentially acquire and restore Big Boy #4014, for mainline operation. The railroad said it is working on behalf of an unnamed third party interested in completing the deal. So there is still hope!

MINNESOTA – MINNEAPOLIS: Back on April 20th Milwaukee Road 4-8-4 # 261 successfully pulled a five car train from Minneapolis to Glencoe on the Twin Cities Western Railroad. The owners, the non-profit friends of the 261 group, have completed a five year rebuild on the 4-8-4. It last operated in September of 2008. This test run was intended to break in the locomotive and test all her appliances and systems before No. 261 takes to mainline again on May 11-12 when it will power an inaugural excursion from Minneapolis to Duluth, Minn. on the BNSF Railway. During the test run the #261 made frequent stops for inspection and lubrication. Steve Sandberg the Chief Operating Officer said "the tests were extremely successful". The locomotive made a 120 mile round trip over TC&W's former Milwaukee road mainline where #261 once operated back during her 10 years of regular service from 1944 to 1954.

Since this is the last column for the 2012 - 2013 seasons, to all my readers, go out and ride behind a steam locomotive this summer and get to know what "Good" is. Have a great summer.

Once again It's time to thank all the people who sent in the news you have just read. John Biehn (Dayton RR Society), Peter Chapman (United Kingdom), Rich Taylor (Kearney NJ), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

“Culver Routes” by Ken Katta

In a previous article, the development of the Brooklyn Rapid Transit Company (BRT) and its evolution into the New York City Transit Authority and the MTA was examined. However, in researching the BRT, a prominent figure in the development of rapid transit in Brooklyn was conspicuous. This individual is Andrew R. Culver. This article explores the various routes Culver considered and built to provide railway connections from Manhattan to the resorts being developed on Coney Island in the 19th century.

Culver was born in Northport, Long Island in 1831. He lived most of his life in Brooklyn. In his younger days he studied law. After the Civil War, he was elected to the New York State Legislature. Subsequently, leaving politics, he directed his attention to the newly emerging street railway industry. He was a promoter of Brooklyn's Crosstown Railroad. This company was chartered in April 1872 and linked the Erie Basin (in Red Hook) and Long Island City. It was eventually absorbed by the larger Brooklyn City Railroad (1889), the oldest and one of the largest operators of horsecar and later streetcars established in 1854. But Culver was especially interested in the development of tourist and amusement attractions at Coney Island.

In 1869, lawyer Culver identified the possibilities of constructing a steam excursion railway to Coney Island. The original plans spelled out a route along Gravesend Avenue (eventually renamed McDonald Ave. in 1933) in Brooklyn from 9th Avenue and 20th Street (Greenwood) to Gravesend. He first leased Gravesend Road, an important and old Kings County thoroughfare, and purchased the Coney Island Road and Bridge Company to cross Coney Island Creek. He also annexed a Vanderbilt Avenue horsecar line (Park & Vanderbilt Avenue Horse Railroad) in 1871 to connect his railroad to downtown Brooklyn, and an outlet to the East River ferries (Fulton Ferry). This provided a route for seasonal travelers from Manhattan to the Coney Island resorts. But because Culver's railway served several small villages on the way to Coney Island providing a year round service rather than just a seasonal excursion railroad.

Although there were some construction delays, Culver's railroad, the Prospect Park & Coney Island Railroad, began service for its full length on June 27, 1875. Originally a single track line, the PP&CI RR became double-tracked in 1878. In order to exploit the steamboat pier at Norton's Point (Sea Gate), on the western tip of Coney Island, Culver built the New York and Coney Island Railroad. This railroad connected the Norton's Point steamboat pier with Culver's depot in Coney Island. This line was a summer only line which was leased to the PP&CI on November 17, 1879.

In order to provide better access to Fulton Ferry passenger traffic and downtown Brooklyn, the PP&CI reached the Brooklyn Union Depot in May, 1890. The depot was located at 5th Avenue and 39th Street. This depot also served the 5th Avenue Elevated Railway which provided Culver's access to the ferry and downtown Brooklyn. This provided improved connecting service for Culver's Coney Island bound trains than did the horse-drawn streetcars his passengers had to ride to reach 9th Avenue and 20th Street. The PP&CI reached this depot via a spur that left the original Culver mainline at Kensington Junction located at Cortelyou Road and Gravesend Ave. This spur was originally the Prospect Park & South Brooklyn Railroad created for the 1½ mile right-of-way from Kensington Junction on Gravesend Ave to Union Depot. This spur was later turned over to the South Brooklyn Railroad in 1900 for operation as a freight line. This is not depicted in Figure 1, which is a map of Culver routes in 1889. On May 31, 1940, in preparation for New York City takeover of the BMT system, the Fifth Avenue and Bay Ridge lines and services were abandoned, which also ended remaining Culver elevated service via those lines. The main line of the Fulton Street line was abandoned at the same time and, on June 1, a new service, Fulton-Lex, was introduced, bringing trains from the surviving outer portion of the Fulton Street Line to Park Row over the Broadway, Lexington and Myrtle Avenue Lines. On March 5, 1944, all remaining elevated lines stopped using Park Row, and the Myrtle Avenue, Lexington Avenue, and Fulton-Lex services were cut back to the Bridge Street station in downtown Brooklyn. Brooklyn Bridge streetcars were shifted to the elevated tracks and used them until 1950, when all transit was removed from the bridge. The streetcars did not use the Park Row terminal, but continued to use the trolley loops beneath the train shed, which was torn down.



Fig.3- LIRR tickets reflecting passage to either Bay Ridge or LI City on the “Culver Routes”.

“Culver Routes”...continued by Ken Katta

In 1881, Culver originally considered constructing an elevated railway between the Brooklyn end of the Brooklyn Bridge to a connection with the PP&CI at 20th Street and 9th Avenue in Greenwood as the East River Bridge and Coney Island Steam Transit Company. When the Brooklyn Elevated Railroad Company went into receivership, this halted the construction, and Culver routed his railroad to the Union Depot instead. The line from Union Depot was eventually elevated in 1919 and connected with the original PP&CI right-of-way at Ditmas Avenue(Kensington Junction), as the Culver Shuttle. The remainder of Culver’s original line was also elevated to Coney Island. The surface line remained double-tracked to be operated by the McDonald Avenue streetcar line and from Kensington Junction to the Coney Island yards by the South Brooklyn freight Railroad. This represents the only instance in the NYC Transit Authority where a freight railroad and a streetcar line operated on the same tracks. The streetcars operated during the day and freight ran at night.

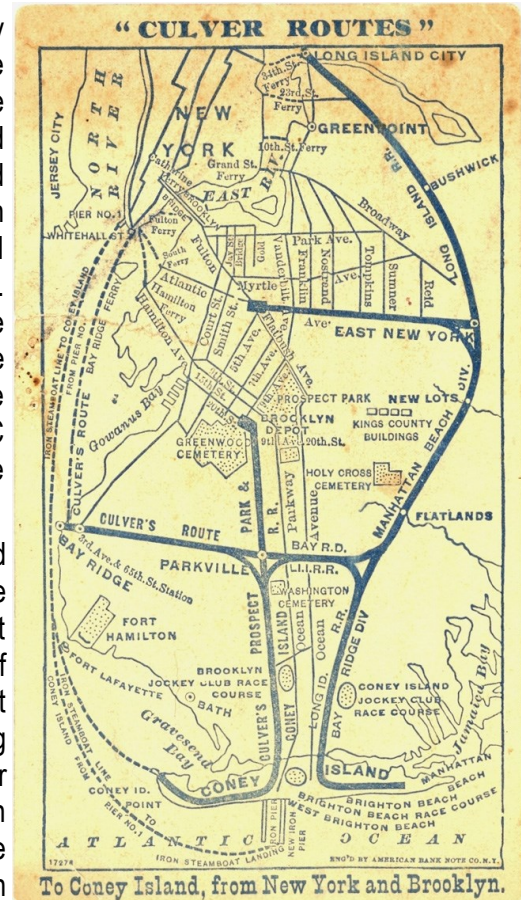


Fig 1-1889 Map of Culver's Routes to Coney Is-

BROOKLYN JOCKEY CLUB.
SPRING MEETING, 1889.
 Commencing Wednesday, May 15th.
ONLY DIRECT ROUTES TO THE TRACK!
 Landinr Passengers
 Inside the Race Course at the Grand Stand.

“CULVER ROUTE” from New York, via Bay Ridge.
 Bay Ridge Ferry Boats leave foot of Whitehall St., terminus of all Elevated Railroads, hourly from 7.10 A.M. to 6.10 P.M. Special Boats for the Races, 12.10, 12.40, 1.10, and 1.30 P.M.
EXCURSION TICKETS, 40 CENTS.

Long Island R.R., Manhattan Beach Division.
 Special Race Trains leave Foot of East 34th St., N. Y., 1.00 and 1.20 P.M.; Long Island City, 30 minutes later; stopping at East New York, and connecting with Brooklyn Elevated Railroad.
EXCURSION TICKETS, 50 CENTS.

ROUTES FROM BROOKLYN.
“CULVER ROUTE” (Prospect Park and Coney Island Railroad.)
 Brooklyn Depot, 9th Ave. and 20th St., Greenwood.
 Trains Leave Every 30 Minutes.
 Special Race Train, 2.15 P.M.
EXCURSION TICKETS, 25 CENTS.

Horse Car Routes to Culver's Brooklyn Depot:
 Park, Vanderbilt and Ninth Ave. line from Fulton and Catherine Ferries, Brooklyn Bridge, via Prospect Park; Seventh Ave. and Atlantic Ave. line, the Beermn Place, Atlantic and Fifth Ave. line, and the Jay and Smith St. line, all run from the East River Bridge and the same ferries; and the Hamilton Ave. and Ninth St., and Hamilton Ave. and 19th St. lines from Hamilton Ferry.

“CULVER ROUTE,” from 3d Ave. and 65th St., South Brooklyn Trains half-hourly.

Long Island R.R., Manhattan Beach Division.
 From Flatbush and Atlantic Aves., Special Race Train leaves at 1.25 P.M., stopping at Beach station (Franklin Ave.), Nostrand, Kingston, Troy and Utica Aves.
Excursion Tickets, from Flatbush Ave. and Atlantic Ave. to Race Track, 35 Cents.
 From all other Stations on Atlantic Ave., 30 Cents.
 Extra Trains will be in waiting inside the Race Track grounds at the close of the Races on all of the foregoing routes.

SPECIAL NOTICE.
 All Excursion Tickets issued over any of the foregoing routes will be accepted on the return over any of the same routes without extra charge or exchange of tickets.

RACES COMMENCE AT 2.30 P. M.

Fig 2- 1889 Advertisement of Culver Routes to the Brooklyn Jockey Club

Thanks to a deal with the Long Island Railroad in 1891, Culver’s excursion line gained access to the 65th Street steamboat terminals through the Bay Ridge Branch of the LIRR along an east-west line that bisected Kings County while connecting Bay Ridge with East New York and other points on the LIRR (Fig 1). This branch connected with the PP&CI at Parkville Junction (Avenue I). Culver had added such amenities as high-class parlor car service. Passenger service on this line was

terminated in 1899 with termination of the relationship with the LIRR and the line being absorbed by the BRT. This route also provided service to the Brooklyn Jockey Club at the Gravesend Race Course (Fig. 2). From the Fig 1 map, the Manhattan Beach Division of the LIRR, the track to LI City and the 34th Street Ferry, the section to Flatbush Ave., and the Bay Ridge Division to Manhattan Beach are considered “Culver Routes” in addition to the original route starting at the Brooklyn Depot. The Culver Route from the 65th Street & 3rd Ave station in Bay Ridge was for those passengers traveling on the ferry from Whitehall Street Manhattan. The Manhattan Beach Division was for passengers leaving by ferry from East 34th Street, Manhattan and arriving in Long Island City. And finally, those passengers arriving at the Fulton Ferry from Manhattan traveled via horsecar on the Vanderbilt Ave line and arrived at the Brooklyn Depot-9th Ave & 20th Street- in Greenwood. These are the “Culver Routes” referenced in the tickets depicted in Fig.3. This resulted from Culver’s motivation to provide better access to the developing Coney Island attractions and resorts. So what started as a simple steam railroad to Coney Island emerged into a number of different routes to Coney Island from Manhattan.

Culver’s headquarters was located at the in-town terminal at 9th Avenue and 20th Street, adjacent to Greenwood Cemetery. The executive offices were at 16 Court Street in downtown Brooklyn. The PP&CI subsequently was absorbed into the Brooklyn Rapid Transit Company in 1899 with an agreement with the LIRR, and became part of the New York City Board of Transportation in 1940. Andrew R. Culver died on July 13, 1906 and is interred, ironically, in Greenwood Cemetery lot 17085, section 113, not far from the depot he constructed in 1875. Unfortunately, there is no monument to Andrew R. Culver in front of the Stillwell MTA Terminal in Coney Island. But the route of the F-subway line is still referred to as the “Culver Line”.

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

REGRETS:

We recently learned from Bill Reitz that his father EDWARD REITZ passed away Tuesday May 14, 2013 at Good Samaritan Hospital, West Islip, NY as a result of a double stroke. Ed was 76 years old. He was a long time member of the Chapter and served as secretary on the Board of Directors 15 years. He was a retired professor of civil engineering at CCNY, New York City. Services were held on May 17th and 18th. Bill is Ed's sole surviving relative.

EVENTS:

"A Representation of Railroading by Five Regional Artists"

Greenport RMLI Site, 440 – 4th Street, At the LIRR tracks, Greenport L.I. NY

Featured Artists: H. Al Feit, Riverhead NY, John Engelhardt, Wading River NY,
Bob Hauschild, New London CT, George Wybenga, Center Moriches NY, Lou Mallard, Syosset NY

REGULAR SHOW DATES:

May 25 through October 13, 2013

11:00 AM ~ 4:00 PM

Saturdays and Sundays

December 7 and 8, 2013

11:30 AM ~ 3:00 PM

Saturday and Sunday

PLEASE REMEMBER TO SUPPORT OUR LOCAL RAILROAD MUSEUMS!