



SEMAPHORE



October 2017

The next meeting of LIST will be on **Friday, October 20th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Matt Herson will be doing a show featuring his skillful photography covering the Eastern end of the Erie Lackawanna RR during the 1960's.

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

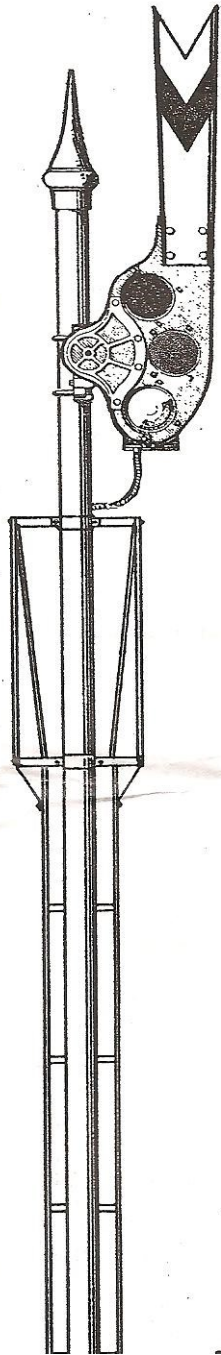
LIST-NRHS.org

The Chapter mailing address is:

LIST—NRHS

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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!



# _____	2018 LIRR Calendar	@\$8 each Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	Caboose Art by George Wybenga SEE BELOW	@\$65 each Total _____
# _____	From a Nickel to a Token by A. Sparberg	@ \$25 each Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each Total _____
# _____	Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 each Total _____
# _____	Steel Road Nostalgia, Vol.2 the Northeast	@\$32 each Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge- D. Morrison	@\$18 each Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$5 each Total _____
# _____	LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. 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 Long Island Rail Road, In Color Vol. 5	@48 each Total _____
# _____	The LIRR, In Color Power 1952-2015	@\$48 each Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$25 each Total _____
# _____	The Rockaway Trolley by V. Seyfried	@\$25 each Total _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$30 each Total _____

Shipping for 1 of the books or calendar, \$3.50. CABOOSE ART BOOK, SHIPPING IS \$5 DUE TO IT BEING 270 PAGES. Shipping for extra books, please call or e mail Steve Quigley for the cost.

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

*****NY RESIDENTS, THE COST OF THE CALENDAR IS \$12.49*****



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

The 2018 LIRR calendar has been delivered and is ready to be shipped. If you wish to send in your order, do so. Please see the order form in this edition of the Semaphore.

Remember, the tax is to be calculated on the basis of the cost of the item PLUS the shipping. Calendars shipped to New York State must include sales tax which we must collect and is forwarded to Albany.

There are two new LIRR books that have been written by Chapter members.

Art Erdman has written The LIRR in Color, Volume 5: Freight Operations. This is Art's last volume of his excellent series of pictures of the various aspects of the LIRR.

George Wybenga completed a book of his Caboose Art just prior to his passing last year. His son has published the book which contains 270 pages of George's caboose paintings which are in full color. The book is a compilation of all of George's caboose paintings.

Both books are available for sale at a discounted price for Chapter members. Please see the order form in this edition of the Semaphore for both books.

We are going to be subscribing to a periodical called Conrail Quarterly. When we find out the cost, we will let you know.

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 [sooner or later]. My e mail address is csquigley@optonline.net and my telephone number is **631-487-4766**. Please email your articles.

LIRR NEWS by Steve Quigley

On September 5th, it was reported that full train service has been restored at Penn Station including trains that were canceled during the rush hours and overnight. New schedules are available at the stations and on line.

Extra rush hour train service to Atlantic Terminal and Hunterspoint Avenue during the "Summer of Hell" will no longer operate, nor will Penn Station trains that were added just outside the rush hours.

Express busses between Penn Station and various stations on LI have ceased and the ferry service to Manhattan from Glen Cove has stopped. Other changes and additions have been eliminated.

Amtrak completed its eight week summer repairs on the infrastructure of Penn Station on time and within budget. However, Amtrak will continue its repairs at night and on weekends. It took 360 workers, 1,296 hours of work, and 6 football fields of new track, 897 new ties and an estimated \$30 million in cost. The MTA spent \$58 million on enhanced communications with customers, special bus and ferry service as well as discounted fares for alternative terminals in Queens and Brooklyn.

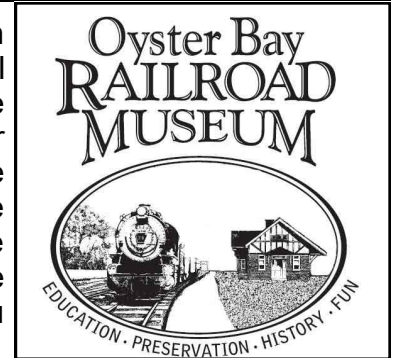
The summer commute went more smoothly than many had predicted. As I previously noted, the July and August train service on the LIRR was the best of any month in 2017.



Long Island Rail Road

Oyster Bay Railroad Museum Update by John Specce, President

The Oyster Bay Railroad Museum invites all to our Annual Meeting which will be held on **Saturday, October 21st, 12 PM** at the historic presidential station. Attendees will have an opportunity to learn, along with the various committee reports, specific information regarding the major restoration projects that the Museum is undertaking; specifically, the Station, Ping Pong coach, and Turntable, as well as Steam Locomotive #35, followed by a question and answer period. Refreshments will be served! We will also be selling surplus railroad memorabilia from the Museum's collection and from individual donors, a unique opportunity you won't want to miss!



We are very excited to learn that we are the recipient of two surplus LIRR simulators, an M7 and DM/DE cab. We thank the LIRR for this very generous donation and both will enhance the Museum experience at our Display Yard. Additionally, we will be bringing to the yard our 40 foot ex New Haven boxcar which has been languishing on a siding in Hillside. The logistics are in the planning phase and it is anticipated the delivery of the above equipment will be sometime in December.

On Dec 9th and 10th, from 12-4PM the Museum will host our annual Holiday Express festival. Young and old alike will enjoy the Trackless Train ride, tasty treats (cookies, candy canes, hot cider), a holiday-themed operating O gauge layout and a visit from Santa. This event coincides with the annual village tree lighting on Saturday evening, along with Santa arriving with a Fire engine escort! We hope to see you there.

Lastly, we wish to express our gratitude to our friends at the Railroad Museum of Long Island and all volunteers who labored over many weekends at Riverhead, completing the exterior painting of our two P-72 passenger cars and the BM60 Baggage mail car. These cars were covered with graffiti and now they are looking great!

If you're ever in the area, come by and see us - hours are Noon to 4PM, Saturday and Sunday. We are located at 102 Audrey Avenue in historic Oyster Bay.

Also be sure to check out our weekly progress reports on facebook as OYSTER BAY RAILROAD MUSEUM. Our most recent newsletter and other highlights of the museum are available on our website at www.obrm.org.

Thank you for your continued support!



Coming Soon to the Oyster Bay Railroad Museum!!!

THE LIRR MODELER by Mike Boland

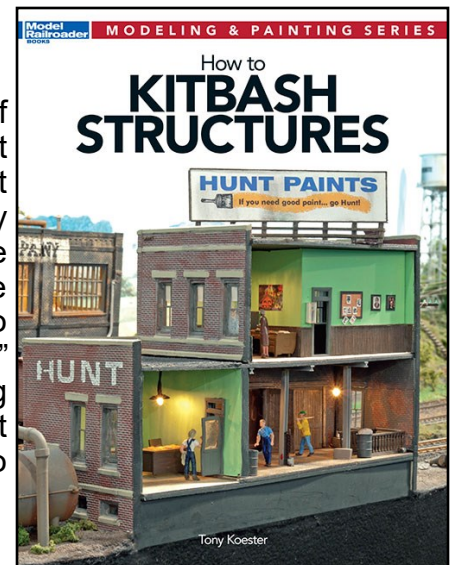
THIS MONTH'S FEATURE: A NEW BOOK FROM KALMBACH AND TONY KOESTER

I've been a big, BIG admirer of **Tony Koester**. Koester is a very familiar name in the world of model railroading. He's been around a long time and is a former editor of *Railroad Model Craftsman* and was later associated with *Model Railroader* magazine where he writes a monthly column. He also is the editor of *Kalmbach's Model Railroad Planning*, an annual edition of great model railroad layouts in all scales. Tony is also a modeler and his beloved Nickel Plate Road's Third Subdivision circa 1954 has replaced his free-lanced Allegheny Midland model railroad. Tony is a prolific presenter and offers clinics at many RPM Meets as well as the annual NMRA conventions. I've attended his clinics and he offers much wisdom, knowledge and experience for modelers building layouts. If you get the chance to attend one, don't miss it.

Tony's latest book from Kalmbach is entitled "**How to Kitbash Structures.**"

It's part of Kalmbach's "Modeling and Painting Series," which are fine quality books about our hobby and are reasonably priced. Tony's book, which came out recently, covers a subject I really haven't covered in the past: building structures for your layout.

What is kitbashing? Kitbashing is using an existing kit, be it a piece of rolling stock or a structure as the base or starting point of a project and then modifying it to build a different structure by using some but not all of the kit's parts. Kitbashing is probably as old as the hobby itself but Tony presents an interesting idea: that is, to think outside the box when it come to buildings and not think of them as just what the manufacturer entitles a kit to be. Actually, the same thing applies to paint. Just because a paint is labeled "Burlington Northern Green" doesn't mean the color can only be used for BN locos and rolling stock. In fact, it (the color of the paint) can be used for just about anything, depending on what you need. As a modeler you have to think outside the box. It's that simple.



As for Tony's book, it allows you to personalize your structures and give your model buildings a unique appearance. Tony and the book show you how to fit, alter and detail structures to meet the needs of your layout. Tony covers when kitbashing is viable, identifying possible uses for a structure kit, using paints and details to enhance buildings, combining parts of two or more kits to make a new building, modifying bridge and trestle kits and combining scratchbuilding material with kit components. It even covers prototype buildings that provide inspiration for model structures. There are ten chapters, lots of photos and lots of tips and modeling suggestions for every modeler.

I heartily endorse this book; it will improve your buildings and structures. It's priced at \$21.95. Way to go, Tony!

Until next time, happy modeling!

The Story of Double Deck MU Coaches PART 2 by Mike Boland

(This article appeared in THE KEYSTONE, and is reprinted with the permission of the Pennsylvania Railroad Technical & Historical Society)

Clearly, #200 was an experimental venture and an idea for the future. Not only did the car offer a possible solution to a lack of rush-hour seats, but there was also the possibility that profits could be restored to commutation runs and short hauls. Perhaps a fleet of “double-deckers,” as the cars came to be known (when in fact the car was really a double-decker at all), might put the LIRR back into the black. As Alcoa’s sales pitch to the railroad stated: *the reason for building these cars in aluminum is apparent, for after the extra cost is written off, an appreciable saving in operation costs would be realized every year of operation.*

Although consideration was given to using double-deckers behind DD1 electrics and steam power, this idea was eventually dropped in favor of exclusive use as electric MUs. The railroad, though, was not quickly convinced that #200 was the solution to its seating problems. Car #200 became known as “old rivets” or the “monkey cage” because of the vertical poles used through the car. Even with special roof construction and “alumineal” paint, the car got very hot during the summer months. Alcoa, though, was optimistic about more cars being ordered and *“thought probable that some more cars will be built shortly but it is impossible at this time to estimate the future.”*



ADDITIONAL MODELS

Not until several years later did more new rolling stock with several improvements to the original design arrive. From Altoona in 1937 came two very unusual MU cars, #201 and #1347. Both #201 and #1347 were aluminum double-deckers and were longer than #200. Each car was 80' – 8 ¾" long, with 134 seats. Both cars had PRR stationary seats, National MAL Sharon couplers, WABCO AMUE air brakes, trumpet-type whistles, Pyle National incandescent headlights and Westinghouse XMA-63 horizontal spring-loaded controllers. The trucks on #1347 were model 2D8P cast steel, equalizer bar-types, while #201 had 2D8P2; both had Hyatt roller bearings. Each car also had 16 vents (two rows of eight) along the roof.

Both cars had motorman’s controls at both ends, but in an interesting twist, #201 was a control trailer and lacked motors, while #1347 was a control motor with four high-speed Westinghouse 559 motors, producing 920 horsepower. The cars, original operated as a “married pair,” similar to the PRR MU fleet in trains made up of MP54 coaches, saw service over three heavily-traveled branches: Port Washington, Hempstead and Babylon. Car #200 was later coupled between #201 and #1347 and the cars ran as a trio between Babylon and Penn Station in trains made up of MP54 coaches. They would operate in this particular consist for the next ten years.



The Story of Double Deck MU Coaches PART 2...continued

WAR INTERVENES

In the years that followed, it appeared that the Long Island wanted more double-deckers. An order for ten cars to be built of aluminum was made in September 1941. But war clouds were on the horizon and the cars were not built. By the end of the year the U. S. had been plunged into the conflict, and aluminum was reserved for the war effort. The design of cars was then changed to high-tensile steel, but that, too, was unavailable. Allocations for materials were granted at first but later denied by the War Production Board. It would remain this way until June 1945, when the allocation was finally approved by the WPB.

TEN NEW CARS

By 1946 the LIRR was desperate for additional rolling stock. During the war years, its passenger load had increased almost 60%, but the railroad still operated with the same number of cars. Traffic was so heavy that 36 MP41 coaches—the so-called Gibbs cars (the first MU electrics, introduced in 1905)—were still pressed into service during rush hours. There was such a backlog of passenger car orders when the LIRR inquired of several car builders in 1947, it found that no orders could be filled until 1950! The railroad, though, could have the cars built at Altoona by the PRR and an order was placed for ten cars, at a cost of \$1,250,000. At last construction began on the long-awaited double-deckers.



More than 1,210 items were ordered from 230 outside suppliers to help build the LIRR's new cars. Even though only 83% of the items were delivered on time, the first delivery of the car arrived on time. Construction of the double-deckers had begun with only 35% of all the items initially delivered.



In early March of 1947, the first "new" (post-war) double-decker, #202, was moved into Jamaica station for inspection by LIRR officials and commuters. Although the ten-car order of double-deckers was for control motors, a copper strike had threatened to delay their delivery and the railroad ultimately elected to accept the four cars without motors. They would be put into service temporarily as control trailers; the shipment of motors to complete the cars had been promised for a later date. Commuters were informed that #202 would enter service on March 12th. In the morning rush hours, a consist with #202 would make one trip from Babylon to Penn Station

and then deadhead to Great Neck on the Port Washington branch for a quick return trip to Manhattan. In the evening hours the same train would make one trip to Babylon and then layover there until the following morning.

More on the double-deckers (Part 3) next time!

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HAPPY HALLOWEEN
FROM ALL OF
OUR FAMILY
TO YOURS!

