



SEMAPHORE



November 2017

The next meeting of LIST will be on **Friday, November 17th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Roger Eddington will do a presentation on Morris Park Shops. Additionally, John Kilbride will do a presentation on Sunnyside Yard.

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

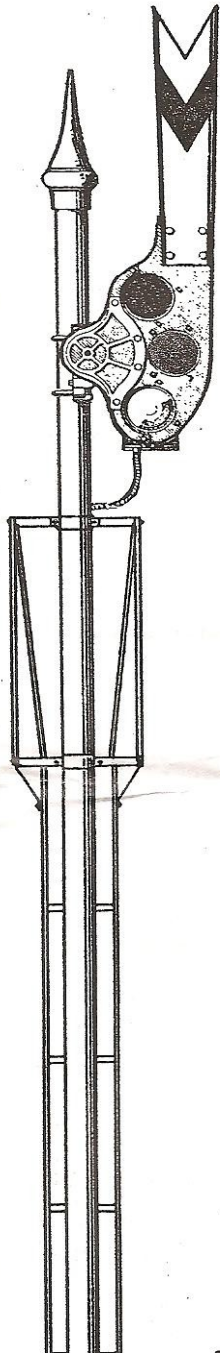
LIST-NRHS.org

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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 shipping 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

We have included in this month's edition of the Semaphore the annual dues renewal notice. Please send back your renewal as soon as possible as our Treasurer; Alan Mark would appreciate your timely renewal. As usual, our annual dues is \$15 per year which entitles you to 10 editions of the Semaphore plus the discounts on all of the merchandise we sell as well as first notice on any tours or trips we initiate. The \$15 per year is reasonable in comparison to other similar organizations.

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 # is **631-487-4766**. Please email your articles.



Dave Morrison has just completed writing his 5th book to be published in Arcadia Publications *Images of Rail* series. His new book, titled ***Long Island Rail Road - Oyster Bay Branch***, will tell the history of the branch from Mineola/Nassau Interlocking to the terminal at Oyster Bay. Of the 9 chapters, the last three will be devoted to Oyster Bay; Chapter 7 - Oyster Bay Station, Chapter 8 - Oyster Bay yard, Chapter 9 - steam locomotive #35. Included will be some rare photographs of Theodore Roosevelt at Oyster Bay Station.

The branch history includes; a station building demolished, a station building that was moved, a dog named "Butch," a station that appeared in a few movies and a TV show, a no-longer-functioning signal tower, and an abandoned station (oops, sorry the LIRR prefers to use the phrase "closed station.").

The book is scheduled to be released in March 2018 and it should be a nice addition to anyone's LIRR library.

Long Island Rail Road News by Steve Quigley

It was announced that the New York & Atlantic Railway will continue to be the freight carrier for the LIRR. The NY & A is based in Fresh Pond yard and has been awarded an additional 10 year extension on their original agreement of 1997. The NY & A is a subsidiary of Chicago based Anacostia Rail Holdings. The 10 year renewal expires in the year 2027. The NY & A had recently paid the LIRR \$3 million in revenue last year. The NY & A president is James Bonner who recently stated that “over the past 2 decades we have worked hard to grow the business, deliver reliable service to our customer base and add strategic options for rail users throughout Long Island.”

The LIRR has announced that there will be a continuation of last year’s very successful “Holiday Express.” The limited engagement has 2 holiday decorated trains leaving from Ronkonkoma and Babylon with express service to Penn Station. It is a reservation only, one way only, nonstop passage on a holiday decorated bi-level train. The train leaves from Ronkonkoma on Saturday, December 16th at 9:35AM and from Babylon on December 17th at 9:50 AM. The cost is \$35.75 from Ronkonkoma and \$33.50 from Babylon for this reserved seat train which will have on board festivities as well as a 20% discount on the Musical at the Theater at Madison Square Garden.

The LIRR has been conducting an extensive amount of track work on the Babylon line. Between Freeport and Merrick, the wood ties are being replaced with concrete ties with one of the two main tracks being taken out of service and service to Babylon being reduced to hourly service on the weekends of November 4th and 5th as well as November 11th and 12th.

Some Montauk branch trains originating from Montauk, Speonk or Patchogue were running on adjusted schedules and had alternate connections at Jamaica or Babylon.

There is a substantial amount of wood ties stockpiled at the Center Moriches siding which is where the old Center Moriches station had been located. It appears that they are being stockpiled in anticipation of track work in the near future in this area.

Montauk Branch Signalization Cutover, Speonk to Montauk

Effective 12:01am, November 13th, 2017, single track territory with manual block rules will no longer be in effect between Speonk and Montauk. Instead, all movements will be controlled by automatic block signals cab signals and automatic speed control. Gone will be the days of train orders and manual blocks, the system used to move trains since the mid 1800’s. All manual block signals will be placed out of service and removed. These are WH, ND, SN, BH, AG and MY. MAS (maximum authorized speed) will be 65 MPH.

Additional changes include the renaming of some current manual block locations as interlockings, remotely controlled from Babylon. These include ND in Hampton Bays being renamed RPK in honor of Raymond P. Kenny and SN in Southampton being renamed SH. All automatic block and interlocking signals will be of the color light type.

The aforementioned changes will permit more efficient operations in both directions.



Long Island Rail Road

LIRR Modeler by Mike Boland

This Month's Feature:

MODELING P74A COACHES 7501-7505 PT. 1

Here is a car I waited a very long time to model: P74A coaches 7501-7505. I wanted to model these five cars even though I never saw them in person nor did I ever ride them. However, I did see photos of them in both color and black and white. When Walthers brought out their heavyweight 28-1 Pullman parlor car, I noticed the similarities between it and LIRR 7501-7505. These were five coaches that the Long Island purchased from the New York Central, but more about that later.

So I went to and bought some undecorated 932-10300 models of this car from Willis Hobbies many years ago and then put them away. Now, years later, with so much information in my hands about these cars and a good number of great photos, I decided to go ahead and model them. I wanted to model two cars in the dark gray and dark green roof with white lettering and small Dashing Dan heralds with base and modernization numbers, one car in the darker gray (World's Fair) and larger Dashing Dan herald and one car in the platinum mist and Nordic blue stripe and lettering through the vestibule and ends. I thought that these cars look good in all their paint schemes, including the World's Fair paint scheme with orange stripe and lettering with large Dashing Dan heralds at each end of the car, which was applied to at least one car.

This car, 7505, was given this attractive scheme but for some unknown reason, later had its stripe removed or painted over but retained its Dan heralds and orange lettering. Why? I really don't know the answer to this so I'm not sure if I want to paint a car in this scheme as I don't know how long it lasted. Incidentally, I thank Doug Nash for this information. Thanks, Doug!

As I proceeded with this model, I didn't realize how easy it would be. You need to take your time here and this model will be worth the time spent on it. It was quite a lot of fun and a welcome addition to my diesel fleet of passenger cars.

First, though, I must talk about these cars and their very interesting history. These cars were part of the railroad's diesel fleet and almost sat as many people as the very popular P72's or 2900-series cars built by Pullman in 1955; they had a capacity of 118 passengers in 3-2 seating. They also had air-conditioning.

I hope to have some of these cars ready for display for the Proto Rails 2018 Railroad Prototype Modelers Meet in Cocoa Beach, Florida in early January of next year.

But more about the cars will have to wait until next time. In the meantime, Happy Thanksgiving and happy modeling!



The Story of Double Deck MU Coaches PART 3 by Mike Boland

(Reprinted with permission of Chuck Blardone and PRRT&HS)

Apparently the equipment laid over in New York for the afternoon when both trains were coupled together and, as a ten-car consist, made a single trip to Babylon leaving New York as Train #162 at 5:25pm. The Babylon Branch, though not known as such, soon came to be called "home of the double-deckers," and the train laid over until the following morning. The new cars generally followed the design of #1347, with still more improvements and additions. These cars were powered by two Westinghouse 559 motors on one truck (class 2D11P1), with the trailer truck a 2DP14; the railroad had found that two motors per car were sufficient. Car weight was 114,600 pounds, or about 6,200 pounds less than #1347. Aluminum construction was still used, but the cars had steel sills and underframes, a factor that would contribute to their untimely future demise.



Seating in these cars was reduced by two to 132 passengers (64 upper seats and 68 lower seats), with the added space used for a Fridgidaire MEC-6 air-conditioning unit, making these cars the first air-conditioned rolling stock on the Long Island. The double-deckers had seats made of Velon and had improved springs and trucks. The cars also had marker lights, where were not used at first. Instead, kerosene lamps were hung at the end of the train. Each cab

had a seven-aspect cab signal system (that was never used) and there was even a public address system available for use in each car.

The Story of Double Deck MU Coaches PART 3 by Mike Boland

Raymond Loewy, the noted industrial designer who had worked on other PRR projects, including the GG1, modified both the interior and exterior of the cars. Loewy “cleaned up” the appearance of the car by removing rivets and roof vents from outside and making the car’s skin smooth. Inside, the car’s vertical poles extending from the ceiling were also removed. The result was obvious; the car had a much more pleasing appearance. As for paint scheme, the new cars were given a black roof and the familiar Tuscan red body and ends; alumineal, a silver paint that was used on the first three cars, was discontinued. Futura-style lettering, which had been used on #201 and #1347, was not used; instead, the cars were lettered in the standard Pennsy-style lettering with LONG ISLAND on the letterboard.

A BIG ORDER

With 13 cars in service in 1947, a LIRR “All Aboard” pamphlet distributed to commuters announced that since financing had become available, 50 more double-deckers would be built. Originally the LIRR had been able to afford only ten cars. More cars seemed an impossibility, until a temporary fare hike was granted that year and the railroad promised the Public Service Commission and its passengers that 50 more double-deckers would be



built. The additional cars cost \$7,100,000, or about \$143,000 per car; they would provide about 6,600 more seats for the railroad. Delivery was to begin in September 1948 and end by May 1949; the cars would be built at Altoona.

The LIRR was so proud of its new cars---all control motors---that David Smucker, the railroad’s general manager, escorted a tour to Altoona so that reporters and photographers could see the cars being built. Smucker took a personal interest in the car because, as the story goes, once delivery began, he wanted to ride to work each day in the newest double-decker on the roster. Smucker, who rode the Babylon Branch, got his wish; a new double-decker was always at the east end of his train. Several times the railroad had to deadhead the new double-decker overnight to Babylon to keep him happy.

The Story of Double Deck MU Coaches PART 3 by Mike Boland

In 1948 motors were installed in the remaining control trailers and cars renumbered 1337 to 1340. This same year, the bulk of the production run arrived; 35 cars were put in service. Numbered 1287 to 1322, they were given classification MP70B. In 1949, cars 1323 to 1336 arrived and were also classed as MP70B. (The difference between classes MP70A and MP70B was in a group of switches underneath the car.) With the arrival of the 60-car production fleet complete, the railroad ran the double-deckers in sold consists of nine- and ten-car trains. A ten-car train of double-deckers even ran on Saturdays and Sundays, according to a 1949 LIRR timetable.

The double-deckers delivered in 1949 were the last cars to be painted Tuscan red with gold lettering and black roofs on the Long Island. The 62-car fleet was soon to through the first of many changes. To stress the LIRR's independence from its Pennsy parent, industrial designer Lester Tichy created a new paint scheme; its use began in November 1949. Taking advantage of the coming retirement of steam, the new scheme consisted of a slate-gray car body and ends, with an off-white or aluminum roof and window struts. LONG ISLAND was spelled out in white condensed gothic lettering and car numbers were red, in a white rectangle in the middle of the car, below the windows. Soon the double-deckers were given the Tichy paint scheme with an attractive dark gray striped-letterboard, separating the upper and lower rows of windows. A short time later, after two disastrous collisions involving MP54 coaches, the double deckers received Automatic Speed Control (ASC) as did all other control motor cars used at the head-end of all LIRR MU trains.

For some time after their delivery, the double-deckers were not used as frequently as some liked; in 1952—to ease the commuter crush—the double-decker fleet saw increased use in off-hour travel. More than half of Babylon and Port Washington Branch trains ran with double-decker consists on weekends. The double-decker cars were also added to many late-evening trains, increasing the number of trains with double-deckers from 26 to 40.

END OF THE LOVE AFFAIR

By this time it was obvious that the railroad would need to replace and/or rehabilitate its aging MU fleet of MP54 cars. In 1953 the LIRR placed an order for 20 new cars, but the order was not for more double-deckers from Altoona. Instead, the Long Island Rail Road went to Pullman for a single-deck car 80' in length, seating 128 commuters, by means of another innovation: 3-2 seating.

MORE NEXT TIME IN
DOUBLE-DECKERS PART 4!



Upcoming Holiday Events

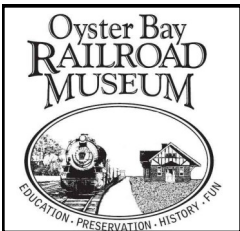
Santa Claus is coming to town, and next month you'll be able to see him at your local railroad museum!



Railroad Museum of Long Island
Holiday Open House
www.rmli.org



Saturday and Sunday, 11:30am to 3:00pm
Greenport: December 2nd and 3rd
440 4th Street, Greenport, New York
Riverhead: December 9th and 10th
416 Griffing Avenue, Riverhead, New York



Oyster Bay Railroad Museum
Holiday Express
www.obrm.org



Saturday and Sunday, 12 noon to 4:00pm
102 Audrey Avenue, Oyster Bay, New York
October 9th and 10th 516-558-7036

MTA Long Island Rail Road Holiday Express Train Trip

Saturday and Sunday, December 16th and 17th
Gather the family and join the Long Island Rail Road's first ever Holiday Express - a fun-filled, exclusive experience that turns your ride into a non-stop holiday journey from the LIRR's Ronkonkoma Station direct to The Theater at Madison Square Garden where Rudolph lights up the stage along with all your favorite characters. Reservations on a first come, first served basis. For more details, pricing and to reserve your seats, visit the website at: mta.info/lirr/getaways/holidayexpress

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*Happy Thanksgiving to all of our
members and their families*



From your family at LIST-NRHS