



SEMAPHORE



January 2018

The next meeting of LIST will be on **Friday, January 19th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, NY.

THIS MONTH:

The Presenter for the December meeting is Doug Nash.

Doug will be presenting a slide show on VERY early MTA New York City Transit Authority equipment and facilities, and maybe some extras from around the Tri-state area.

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

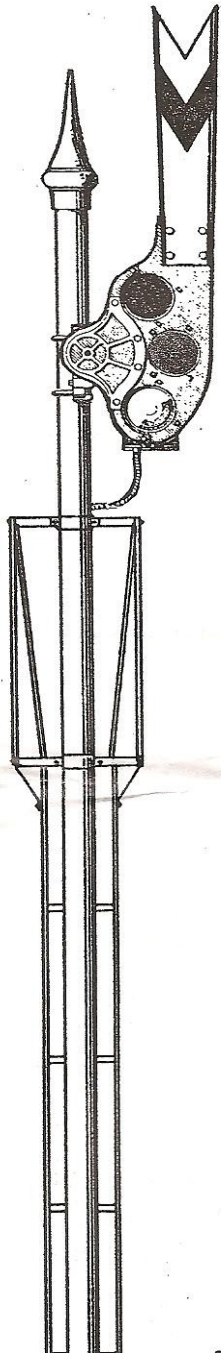
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LIST—NRHS

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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

ON THE ADDRESS LABEL OF THE SEMAPHORE IS NOTED ONE OF TWO THINGS. IF THERE IS A CHECKMARK, YOU ARE A PAID UP MEMBER OF LIST FOR 2018.

IF YOUR NAME HAS A YELLOW MARK THROUGH IT, YOU HAVE NOT PAID YOUR 2018 CHAPTER DUES. PLEASE REMIT YOUR CHAPTER DUES AS SOON AS POSSIBLE IF YOU HAVE NOT YET PAID.

IF THERE IS A MARK THROUGH YOUR NAME AND IT IS NOT APPROPRIATE, PLEASE LET ME KNOW SO THAT IT MAY BE RESOLVED.

Our December meeting was lightly attended by our members. This was due to some snow earlier in the day. We thank the members who traveled to attend the meeting. Roger Edington was the guest presenter. Since the presentation was well received, I have decided to invite Roger back to show his presentation again at a chapter meeting during a warmer month which will be May 2018 so that more people may enjoy it.

We have sent out many calendars and books in the past few months. If you have not received the items or if they arrived damaged, please let me know by email or telephone. If the Semaphore arrives damaged, please let me know and I will replace it.

We have a tentative schedule for guest presenters for the meetings this year. In January, Doug Nash will be the presenter. In March, Dave Morrison will be the presenter and will introduce and sign his new book on the Oyster Bay Branch published by Arcadia Publishing. In May, Roger Edington will present the LIRR east and west of Jamaica. In June, Mike Boland will introduce and sign his new Morning Sun book on the LIRR. February and April are open at the present time.

Just a reminder. We thank the members of LIST who have sent in their dues renewal already. Please send back your renewal as soon as possible as our Treasurer; 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. If you did not receive a dues renewal notice, please e mail or call me.

We have received copies of the periodical known as "Conrail Quarterly" which is a publication of the Conrail Historical Society. It is a full color publication. We are selling the Fall 2017 issue and the retail price is \$10. Chapter members price is \$6 with \$3 S + H. NO tax! Conrail fans will enjoy the pictures and articles in this publication.

In early December, I fell off a ladder and badly injured my right foot. At the present time, I will not be able to attend the next several months' meetings. Bob Myers will be conducting the meetings. The moral of the story is, make sure your ladder is firmly planted when hanging Christmas lights and try not to emulate Chevy Chase in his movie, "Chevy Chase Christmas Vacation."

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. Best Wishes for a Happy and Healthy 2018!

THE LIRR MODELER by Mike Boland

This Month's Feature:

KITBASHING EX-PULLMAN PARLOR-COACHES 7501-7505 PT. 3

Not much is known about these cars aside from basic information. I have a photograph taken by George Votava of one car, 7505, that went into service in New York Central's two-tone gray paint scheme but with LONG ISLAND lettering above the windows. There is a very good chance that these cars went into service immediately and before much was done to them. As mentioned previously, all five of these cars were eventually modernized as part of the railroad's passenger car rehabilitation program. This may have been done much later, insofar as the dates of their modernization were not until the spring of

1959—the following year—and three of these cars were not rebuilt until the spring of 1960. So it's very possible that these cars operated for a time before being rebuilt and totally repainted. I'm not sure about this but it may have happened. I believe the cars were in NYC's two-tone gray paint scheme when they arrived on the property so it's very possible that these cars operated with NEW YORK CENTRAL lettering but it's more likely that LONG ISLAND lettering was applied to the letterboard. If the NYC lettering was painted over, was the number board with red gothic numbers put onto the car? Most likely, I suspect.

Both of these were fairly easy paint jobs for the paint shop to do.

PANSY, NYC car 2811, was the first car to be modernized. It was numbered 7501 in April 1959 and was the 420th car to be rebuilt. Coach 7504

(FLAVIA, then 2819) was next; it was modernized in June 1959. Coach 7502 (ROXANA, then 2812) was modernized in March 1960. Coach 7503 (STELLA, then 2813) was done in April 1960. And last, 7505 (MARIE, 2825) was modernized in June 1960. The cars had been numbered before being rebuilt.

Eventual modernization included replacing the mechanical air-conditioning with an undercar diesel generator that provided power for air-conditioning and lighting. There were 3/2 vinyl reversible seating for 118 passengers, a modified heating system and one small toilet replaced the two existing toilet/lounges. Diaphragms were replaced with safety chains and the cars were painted in the then-current paint scheme of dark, smoky gray body with white condensed gothic lettering and dark green roof. Cars 7501 through 7503 had originally been built in March 1925; 7504 and 7505 were built in May 1927.

In the early 1970's the MTA standardized its diesel fleet of passenger cars and the many "foreign" cars bought by the LIRR began to disappear. But this did not prevent the MTA from painting at least two cars, 7502 and 7504, into the first MTA paint scheme. The cars had slant blue lettering and numbers but interestingly enough, neither had the two-tone blue "M" logo of the MTA in each corner of the car by the vestibule.

Next time, we'll start work on our model. Until then, happy modeling!



Long Island Rail Road News

Renovation work at the Stewart Manor station waiting room was completed in November. The waiting room had been closed for renovations since August 2016 (just 10 years after it was last remodeled). Work included a full renovation of the interior of the waiting room with new finishes, seating, restrooms, and TV displays. Outside the railroad installed new LED lighting, yet another awkward variation of their AVPS display (that's different from the new ones installed at Hicksville (but is just as difficult to read), which was different from the ones installed at nearly other station in the late 2000's), and two USB charging benches.

The benches each have two USB ports (which actually took me a minute to find at first glance) and there are no regular outlets outside. The interior of the waiting room has just two regular outlets (with USB ports) hidden away in the extreme corners of the seating area. Stewart Manor was one of the five pilot stations for the real-time AVPS displays (something the LIRR started in February but has done nothing else since), so that's not quite new.

Stewart Manor station is one of the stations included in the Enhanced Station Initiatives program, where selected stations will get some relatively insubstantial finishes and facilities upgrades. The work here was confined strictly to the waiting room...there were no changes to the platforms themselves, they still have the old style railings and lighting, faded signage, old shelters, and lack tactile strips (the contrast between the fancy waiting room and the station platforms themselves where most people wait is actually quite stark...). Whether updates to these facilities will be coming as part of the ESI program or something else isn't yet clear.

Investing in the passenger environment is definitely something that is worthwhile, but it should go without saying the railroad should be looking to get the best bang for its buck with all of these renovations (historically that has not been the case compared to what its peers spend for much nicer station renovations). It's important that improvements are directed at the facilities that are used the most, which isn't always the waiting rooms at many stations. Many of the LIRR's stations got their high platforms all at once in anticipation of either the M-1 cars in the 1960's or the C-3 cars in the 1990's and as a result were done quickly and uniformly. Many stations around the system are not what one would call dilapidated, but are beginning to show their age. Keeping on top of maintenance so stations that do get renovated will stay in presentable condition will be something the railroad will have to keep on top of, but they are definitely getting on the right track.

The LIRR issued a phase 1 request for proposals in November for an M-9A car order. The LIRR is requesting proposals for a base order of 60 cars with options for 100 more. Proposals are due on January 10.

160 cars, a relatively small order, has long been the expected count for the M-9A cars, which are to be funded through the rolling stock liability reserve included for the East Side Access project, but the RR is also requesting pricing for options beyond 160 cars. Whether the LIRR is looking to get cars that are substantially similar to the M9's allegedly now in production or wait for the proposed FRA regulation updates to be finalized is not yet clear.

Reprinted from "THE LIRR TODAY"

The Story of Double Deck MU Coaches PART 5 by Mike Boland

THE MTA TAKES OVER

The LIRR was purchased from the PRR by the State of New York in 1966. The Metropolitan Transportation Authority, the railroad's new overseer and operator, began with plans for the expansion of electrified lines. Third rail would be extended to Huntington and then on to Port Jefferson. A new breed of passenger car—the “Metropolitan,” or M1—was to be built and placed into service. The M1 would be replaced the MP54 fleet of cars, which still included some the first MU cars built in 1908. With the Pullman-Standard fleet of MUs designated for conversion to diesel-hauled push-pull service, the question arose as to what would happen to the double-deckers. Would they be saved? Would they be scrapped?



A difference of opinion emerged between the LIRR and the MTA. The railroad wanted to keep the cars; the MTA did not. A decision was not made immediately about their future and a program to upgrade the cars was begun in May of 1967. Ten double-deckers determined to be in good condition (#1301-7, 1309, 1311 and 1312) were selected for rebuilding. Air-conditioning was improved in these cars with the addition of a Frigidaire electromechanical six-ton unit, which chilled the car, but reduced seating to 128 passengers (62 upper and 66 lower.) Window shades were removed in favor of polarized sealed windows and fluorescent lighting was installed. Trucks were rebuilt with one motor per truck and reclassified 2D8P2. The rebuilt cars had a new weight of 116,040 pounds and kept their dry hopper toilets. All the rebuilds got the orange stripe and World's Fair slant-lettering paint scheme. Early rebuilds were adorned with the new, larger baseless “Dashing Dan” heralds; later ones did not. The program ended in November 1967, when #1302 and 1307 were rebuilt.



The LIRR also began to cannibalize the Automatic Speed Control (ASC) mechanisms from some control motor double-deckers. The ASC was removed from the west end (city-bound direction) of one group of cars and the east end (island-bound direction) of another group of cars. Cars in this “new” class were listed by yardmasters as 1309E or 1311W (for example,” depending on which end of the car retained its speed control unit. A number of cars still had ASC at both end, and these cars, denoted by an asterisk on the roster (1308*), were known as “star” cars by LIRR men.

The Story of Double Deck MU Coaches PART 5 by Mike Boland

END IN SIGHT

The MTA's plan for an electric MU fleet made up exclusively of M1 cars ultimately prevailed and the double-deckers no longer had a future. Barely 25 years in service, the cars were to be retired. They were slower than the new M1 cars and were never operated over the Atlantic Branch to the Flatbush Avenue station. Due to their size, the cars were restricted west of the East New York station. Surprisingly enough, it was the height of the double-deckers, not their length, which kept them from using the Brooklyn terminal, due to overhead signals.

Even more surprising is the fact that double-deckers operated all the way to Flatbush Avenue several times...by mistake. The oversight was usually discovered before the train entered the station, so it could be laid up on a track with proper clearance (one that was also used to handle standard-length parlor cars that infrequently ran in and out of the station in special moves). A much more serious problem surfaced when inspection of the cars revealed severe corrosion. Built of aluminum, but with steel underframes (a severe flaw in the production fleet) the cars' underbody experienced electrolysis; the two metals acted as a battery. The result was deterioration of the underframe.

There was still one last surprise to come in the saga of the LIRR MU double-deckers. It appeared on control motor #1346, which came out of the paint shop with MTA colors. Until now, no double-decker had received Nordic blue and platinum mist. Car #1346 wore MTA colors in an attempt to show the LIRR's parent agency how the double-deckers would appear in the new paint scheme, in a last-ditch effort to save the cars. It proved to be unsuccessful; no other double-decker would wear MTA colors; #1346 wore them to the scrapper's torch.

SUNSET

The scrapping of the double-deckers began in 1970; first to go were #1287 and #1300. Cars to be scrapped were sent by car float to Brill's Junction in New Jersey for a scrap dealer or moved to Corona Yard, where they were cut up and removed by truck. The curtain was at last coming down on the double-deckers, but in an interesting finale, the cars began to run in solid consists once again. This was something that had not happened since the arrival of the Pullman-Standard fleet of 140 new MU cars back in 1955.

More cars were scrapped in 1971 and solid consists were more difficult to find. The double-decker fleet continued to dwindle away until February 29, 1972, the day of the last official run of a double-decker MU on the LIRR. Train #739 ran from Hempstead to New York that morning as the last trip of conventional train service on the railroad, with the exception of the West Hempstead Branch, which lacked the high platforms needed for M1 operation. A single double-decker, rebuilt control motor #1301, led the train at the west end. Composing the rest of the consist were MP70T cars ("Cadillacs") that had replaced the double-decker concept back in 1953; they also were headed for the scrapper's torch.



The Story of Double Deck MU Coaches PART 5 by Mike Boland

With little fanfare, #1301, 3519, 3500, 3512, 3505 and MP72C 2510 operated to Penn Station, where several reporters met the train. In a written statement prepared for the occasion, Dr. William Ronan, MTA Chairman, said, "Overall, the double-deckers turned out to be an unreliable piece of equipment. As soon the Metropolitans began joining the LIRR fleet, the double-deckers became expendable." It was perhaps an unfair statement in stating the cars were unreliable; unpopular would have probably been a better word. Ronan went on to say: "It was anticipated that they [the double-decker fleet] would contribute to the overall higher efficiency of the railroad and substantially improve passenger comfort. Quite the opposite was true." He said the cars deteriorated rapidly, broke down frequently, were hard to clean and had poor air-conditioning. "The double-deckers are worth about \$3,000 as junk," Ronan concluded.

But it was still not the end of the double-decker story. More than half the fleet was not scrapped. The cars were retired and held in reserve for almost two years with the anticipation of a future expansion of electrification but this did not happen at the time. By May 1973, they were gone for good.

While trainmen and conductors disliked the cars, handling them was a joy for engineers, especially when the cars ran in a solid consist. "They were good, powerful and fast with good braking," said one engineer. "They were an engineer's train," he added.

ONE SURVIVOR

Not one car in the 60-car fleet of control motor and blind motor double-deckers was saved; apparently no one was interested in saving them or trailers #201 and 1347. Trailer #200, the first LIRR double-decker and first all-aluminum car built in the U. S., though, was spared. It survives, having been one of 17 cars the railroad set aside from scrapping. Unfortunately, restoration plans never fully materialized, and only several cars in this group, including #200, were fortunate enough to survive to this day.

Currently, #200 is still on Long Island at Riverhead, as one car in a collection of LIRR rolling stock and motive power owned by the Railroad Museum of Long Island (RMLI). It is hoped that the car can be used in the future when LIRR G5s #39 is restored and operates again.



The author thanks Art Huneke, Ron Ziel, Gene Collora, Rod Dirkes, Harold Fagerberg, Dave Keller, Ray Kenny, Ed Koehler, Doug Nash, George Votava, and Frank Zahn for their assistance in the preparation of this article.

Also, the author extends a special thank-you to Chuck Blardone of the PRR Technical and Historical Society for allowing this article to be published here.

Oyster Bay Railroad Museum Update by John Specce, President

On behalf of the Directors of the Oyster Bay Railroad Museum may I extend the very best wishes to all for good health, happiness and success in 2018!



We wrapped up the year with our 11th annual Holiday Express Weekend, Dec 9th and 10th. Although Saturday's snowstorm kept people away, Sunday turned out to be a better day and those that attended were treated to rides on the Trackless Train, hot apple cider, cookies, candy canes, other tasty morsels, and a visit by Santa. Lucky winners received raffle prizes, including a Thomas electric train set donated by our friends at Willis Hobbies in Mineola,

January plans to be an exciting month, the much-anticipated delivery of two LIRR- donated simulators, a DE/DM diesel cab and an M7. These will be located in our Display Yard and add to our collection of rolling stock and structures. We also will be receiving our 40 foot ex New Haven boxcar on to the site. Once cleaned up and painted, it will be available for much needed storage space, that is currently housed in a leased container.

We are officially closed for the months of January, February, March and part of April, and during that time, planning and development work will be ongoing by our various committees.

Again, best wishes for a great new year!



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Happy
2018!

