



# SEMAPHORE



## October 2018

The LIST September meeting will be held on **Friday, October 19th** at **Historic Van Bourgondien House in West Babylon**. This house is located at 600 Albin Avenue in West Babylon. The LIRR West Babylon Team Yard is located approximately 1/4 mile NW from the house also on Albin Avenue. Immediately adjacent to the house are soccer fields with a large parking lot for our use. Parking is also on site at the rear of the house down a long driveway. Albin Avenue is just off Arnold Avenue. Arnold Avenue begins at Route 109 on the north, just south of Sunrise Highway and on the south end it is off Great East Neck Road.

### THIS MONTH:

This month, **Ed Koehler** will provide a presentation on the **Strasburg Rail Road** in Strasburg, Pennsylvania. Details on this exciting presentation may be found on page 5 of this publication.

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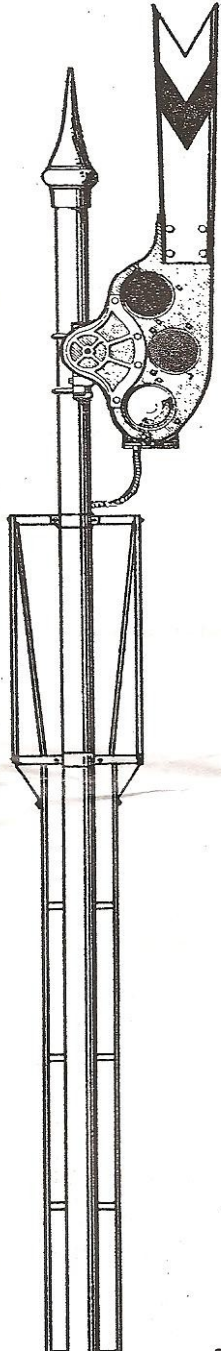
**For regular updates and other important information,  
visit the Chapter website at: [LIST-NRHS.org](http://LIST-NRHS.org)**

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



## List Happenings by Steve Quigley

The LIST October will be held at the Historic Van Bourgondien house at 600 Albin Avenue in West Babylon. Almost all of the members in attendance liked the new venue and thus for the foreseeable future, all Chapter meetings will be held in this new location. The LIRR West Babylon Team Yard on the Central Branch is located approximately 1/3 mile NW of the house also on Albin Avenue. There is plenty of parking immediately adjacent to the house in the soccer field's parking lot next door with a gate in the fence separating the soccer field's parking lot from the house. There is also some parking on site at the rear of the house down a long driveway.

As I mentioned at the meeting, if you need a ride from or to the LIRR Babylon train station, please call or email me and we will make arrangements. The LIRR's Babylon station is approximately 1.5 miles from the site. This building has a kitchen as well as 2 bathrooms for our accommodation.

Our Chapters 2019 LIRR calendar IS available for sale! It arrived the day of our September meeting. The price for members is the same as last year which was \$8. Shipping will still be \$3.50 but NY State Residents must calculate tax on the total of the calendar and the shipping which is 99 cents. This is as per NY State tax code. The total for NY State residents is \$12.49. I recently visited a local hobby shop which sells a variety of railroad calendars and found these other calendars to be priced substantially higher than ours and they are the same size as ours. Chapter members are receiving a bargain in comparison as some of the calendars retail for as much as \$16.

If you would like to receive an electronic version of the Semaphore, please email me with your email address and I will send you the electronic version which will have color pictures when we publish pictures.

We have decided to put on sale the few remaining copies of the 2017 and 2018 calendar. The 2017 calendar is now for sale at \$2 each and the 2018 calendar cost is now \$5. Please see the order form in this month's edition of the Semaphore.

We received copies of the summer edition of the "Conrail Quarterly" which is a publication of the Conrail Historical Society. We have sold out the fall and winter editions and will be ordering additional copies in the future. It is an excellent publication.

Chapter member Roger Edington recently donated an extensive amount of his slides to our Chapter. You will notice some of them are in our 2019 calendar. You will see more of his slides in our future LIRR calendars. Roger is a retired LIRR engineer and thus many of his photos were taken in locations not typically visible to the public or LIRR riders. Thank you Roger for your generous donation!

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](mailto:csquigley@optonline.net) and my telephone # is **631-487-4766**. Please email your articles.

## LIRR NEWS by Steve Quigley

The LIRR's SECOND TRACK BETWEEN FARMINGDALE AND RONKONKOMA IS COMPLETE! On Friday, September 21<sup>st</sup>, a formal ceremony was held at the new Wyandanch station building dedicating the completed 18 mile TWO track segment of the LIRR's Main Line. The project which was begun in 2014 cost approximately \$500 million. This new segment allows for more trains and in the event of a breakdown on one of the tracks there is now flexibility to allow trains to move around the disabled train. In addition, the reverse commuter aspect which is becoming a greater segment of riders, will now be enhanced and increased. The 2<sup>nd</sup> track project was completed more than a year ahead of its scheduled December 2019 completion date. As I previously mentioned, Wyandanch has received a brand new station, platforms and a pedestrian overpass. The new station is part of the extensive changes and construction as well as new housing and commercial space called "Wyandanch Rising." Pinelawn station is also complete but it has only a small parking lot and does NOT have a building or a shed. Among other improvements, the LIRR plans to increase the frequency of reverse peak service on the Main Line.

The LIRR has announced that it plans to overhaul Lynbrook station with \$17.9 million in repairs next year. The project is expected to begin in the spring of 2019. Among other items to be rebuilt are the 2 station platforms, their supporting structures as well as the platform waiting rooms. The project is expected to be finished in about 1 year. The station in its present form was built approximately 80 years ago. Lynbrook is among 31 LIRR stations in line for improvements as part of the major infrastructure expansion program totaling approximately \$6 billion.

The LIRR's Third Track project involves many aspects. Here are some of the major aspects of this \$2.6 billion project which is called the "LIRR Expansion." The Floral park station was elevated in 1960 and an elevator will be added to make it handicap accessible. The Tyson Avenue Bridge in Floral park will be modified in that its height will be increased to 14'. The Plainfield Avenue Bridge in Floral park will also be increased in height. The Covert Avenue rail road crossing will be eliminated. A 551 car parking garage will be built in Mineola west of Mineola Blvd and south of the tracks. I believe this garage will be in the location of the old LILCo parking lot when Mineola was LILCo's headquarters years ago. Mineola station will be renovated with the replacement of its platforms, refurbishing the station building and replacing the pedestrian overpass with a new one. The Meadowbrook Parkway Bridge will be widened to allow for 3 tracks. [When the Herrick's Road crossing was eliminated years ago, a new bridge 3 tracks wide was constructed at that time in anticipation of the third track] The Cherry Lane Bridge in Carle Place will be widened and increased in height. The Carle Place station will be renovated. The Urban Avenue crossing is the 2<sup>nd</sup> of 7 grade crossings to be eliminated.

Suffolk County is moving forward with its \$10 million hiking and biking trail on the county's north shore. The reason why I am mentioning this is that the trail will be a Rails to Trails in that the trail is along the LIRR's Wading River line that originally went from Port Jefferson to Wading River. [Chapter member Dave Morrison recently wrote an a book on the Wading River branch] The branch was shut down in 1938 and became a LILCo right of way. Some of the original bridges are still being used today.

## Long Island Rail Road Date Nails by Robert L. Myers

Back at the turn of the century (starting around 1899), railroads had no true way of measuring the life of railroad ties. They tried branding, stamping, painting and other methods but none proved reliable until the date nail was invented. A date nail is basically a nail with a large head with numerals or letters on the head of the nail. It is driven into the tie (generally the top, but the sides have been used as well) to show the date the tie was laid in the roadbed.

The numeral indicates the year of the nail. A "20" would represent 1920, and so forth. Letters represented the type of wood that was used, so a "P" was for pine, an "RO" was for red oak, etc. Letters were also used for many other purposes not mentioned here (test sections of track, name of a date nail company, etc.). Date nails were not only used to indicate the year or type of wood, etc. but were a good way of record keeping, and by maintaining records of tie replacements (and counting the ties still in service in any section of track), it became possible to obtain accurate records of the usable life of ties.

Date nails are found in a variety of shapes, from round, square, pentagon, oval, etc. and are made of malleable iron, copper, steel, aluminum, etc. The Long Island Rail Road used date nails (in ties) from 1919 -1927. They were approximately 1 ½" long and had a round head and were made of copper.

Date nails were also used in the wooden protection boards that sit a little above the third rail in electrified territory. These were also copper but differed a little bit in length and (apparently) only a few years were used (possibly from 1925 – 1931). I have found no formal company records of them being used, but gleaned information from some older LIRR employees who saw them and vaguely knew their purpose, and from fellow date nail collectors who walked portions of the LIRR years ago (never finding any dates before 1919 or after 1927 in the ties).

I walked approximately two-thirds of the Long Island Rail Road over a ten to twelve-year period starting around 1976 (looking for old LIRR date nails). On rare occasions, I have gone back to places where sidings once existed and after paper research and some actual boots on the ground, found track in place (cut off from the main track – a switch taken out, etc.) that yielded some additional LIRR date nails.

There was a Long Island Rail Road Freight Conductor named Bob Emery, who, in the course of his duties, and over his entire career, rode trains and/or walked the entire system. He had made friends in the Engineering Dept. (they drew maps of the entire system and issued them for employee timetable use for Engineers, Conductors and Brakemen) and through those contacts, he was able to draw his own set of maps (what we call today the physical characteristics) of the entire system with sidings and other tracks that were long since gone.

The importance of what he did on the job and on his own time (as a hobby) cannot be understated as his entire collection of drawings was donated and is currently located at Stony Brook University here on Long Island in Stony Brook, N. Y. Suffolk County and is available to the public for viewing and research. Stony Brook is also a RR Station stop and is located on the Port Jefferson Branch. Many railfans visit to view the maps for their history.

Part of the reason why I mentioned Mr. Emery is that for my own past date nail hunts, after exhausting all the main line tracks I was able to access, I turned to sidings and other tracks that had been cut off for one reason or another. Sometimes companies (called consignees) went belly up or simply no longer used or needed rail service. They left the tracks in place, which was to my benefit as they were a good source of date nails when I thought there might not be any more to be had.

I used Mr. Emery's maps to locate these tracks. He went into details that made it interesting to read and want to explore before the rails were taken up. For example, he noted the date that the siding went into service, the length of the siding and when, if applicable, it went out of service, while also listing the name of the consignee. It was amazing and fun to trace these lines, and netted a small cache of nails over a period of several years (thanks to his efforts).

I hope you enjoyed learning about this little known facet of the LIRR!!!

## October Meeting Presentation by Ed Koehler

Been to the Oyster Bay Railroad Museum? The Railroad Museum of Long Island? Still looking for Long Island railway related history? Did you know that a surprising amount of rolling stock with a connection to Long Island is currently on display in Strasburg, Pennsylvania. (And that includes an operating steam locomotive!) Join us as Edward Koehler as he takes us on a tour of the Railroad Museum of Pennsylvania with an alternative and Long Island centric narrative to their guide book in this presentation entitled **I AM A LONG ISLAND RAIL ENTHUSIAST, WHY GO TO STRASBURG?**. An eighteen page handout will accompany this presentation and the relevance of these two photographs will be explained.



This bifurcated presentation will be followed by **WHAT EVER HAPPENED TO THE NEXT STRASBURG?** As a tourist operation the Strasburg Railroad probably has no parallel, but back in the 1960's era every new tourist railway was dubbed 'The Next Strasburg', but none of them seemed to ever make it. In this presentation we will look at two of these lines as they now exist. Both of these lines are located in Pennsylvania, but the 'next Strasburg' phenomena was nationwide. An interesting side discussion during this presentation analyzes how Pennsy the 0-6-0 locomotive shown in the accompanying picture really is!



## LIRR Pullman Standard Passenger Cars, Part 6 by Mike Boland

Since they had no motors, the first cars converted to push-pull service were the 44 T72 trailers, and the first push-pull train operated on May 25, 1971. Next were the Pullman-Standard MU motor trailers and control motors; their motors were removed along with third rail shoes and shoe beams. The 30 Zip cars were converted in 1972-73. Conversion of the Worcester cars was made between 1972 and 1980. The 2600-series MP72T motorized trailers were done first; last were the heavily-wired control motor 2500-series MP72Cc cars. Many of these cars had lavatories added as part of the conversion.

The ex-T72 trailers (#2801-2844) retained their original numbers and were classed PT72A. The MP72Ccs and MP72Ts were now classed as PT72C and renumbered, beginning at 2845, in ascending order, to fill out this series of numbers. Several cars were given high 2700 numbers when the 2800 series was exhausted. The Zip cars were reclassified PT75 or PT75A. They were renumbered in the low 2700 series; ex-control motors had odd numbers, while ex-motorized trailers had even numbers.

Most MU cars converted remained as coaches, but eleven MP72T were converted to push-pull parlor cars seating 46 passengers, for extra-fare summer service to the Hamptons. Two of these cars made their debut on Montauk trains late during the 1975 summer season and the rest began service during the summer of 1976. Called "The Sunrise Fleet," they were designated PP72B and renumbered 2011-2021. During the rest of the year several operated as commuter club cars. Four other MP72T cars were converted to bar-generator cars (class BG72B #2101-2104) and were equipped with two diesel engines to provide electric power for a train of push-pull cars while the rest of the car was a commuter bar.



A typical Pullman Standard P-72 Coach in the

During this time five Worcester-built MU cars left Long Island for a tour of duty on nearby Staten Island. Due to a car shortage, control motors #2505, 2509, 2513 and 2517, and motorized trailer #2646 were leased by the Staten Island Rapid Transit Operating Authority (SIRTOA), another subsidiary of the Metropolitan Transportation Authority, from June 15, 1972 to April 28, 1973. The Long Island cars filled in on the 14.3-mile run between St. George and Tottenville until SIRTOA got its order of new cars. The LIRR cars proved popular with both crews and passengers but drew too much power and had some clearance problems; they were only run during rush hours.

In later years there were more changes for the Pullman-Standard cars. They wore other variations of the MTA paint scheme as the blue stripe was dropped below the window and the "LONG ISLAND" lettering was eventually eliminated. The 80 diesel-hauled P72 were converted from steam to electric heat by March 1978.

## LIRR Pullman Standard Passenger Cars, Part 6 by Mike Boland

Several P72 cars were converted to commuter bar cars; they and several other P72 cars were re-numbered. P72 #2927 was converted to a dual-mode parlor car renumbered to 2002. Push-pull parlor car #2016 was modified and became dual-mode parlor car #2001. The four bar-generator cars were sold. The interior of most cars was rebuilt with modern, fixed seating similar to the MU fleet of Metropolitans. With the extension of electrification from Hicksville to Ronkonkoma in 1987, MU trains replaced diesel trains and a number of Pullman-Standard cars were retired. In their many years of service the solitary shortcoming of the Worcester cars, their leaking windows, was never resolved although there were many attempts at fixing it.

A \$412 million order for new bi-level cars and locomotives, to be in service by 1998, sealed the Pullman-Standard fleet's fate. Production and delivery delays of the new equipment, though, kept the long cars rolling into 1998 and then 1999. Unbelievably, some train sets made it into The Millennium and the turn of the century. The last run of the cars was Train #553 from Oyster Bay to Jamaica, on February 10, 2000.

*From Most Modern to The Millennium* was a good epitaph, for the long cars had quite a history. They participated in the steam retirement ceremony the railroad stage in October 1955 and did briefly run behind steam power. In March 1958 when a surprise snowstorm struck the island, leaving 15,000 homes without electricity, a train of P72 cars and locomotive served as a temporary emergency shelter. Only a few people used the train, prompting LIRR President Goodfellow to say that was the only train he was happy to see without passengers. Several P72 in an unusual consist that made up "The Bike Train," the



A P-72 wears the "Worlds Fair" scheme.

annual bicycle special, operated from Pennsylvania Station in the 1960s and were pulled briefly by a GG1 to Harold Tower on Long Island for a motive power change for the rest of the trip.

Retirement from the LIRR was not the end of the story for the Pullman-Standard cars. A small firm in Pennsylvania bought the remaining cars from the railroad for \$87,592 and took possession of them as they were withdrawn from service. The cars were then resold all over the country, becoming a hit with small tourist roads and dinner train operators such as the Cape Cod Railroad in Massachusetts and the Yuma Valley Railway in Arizona. Thus, most of the cars were spared the scrapper's torch and several were donated to local railway historical preservation groups.

About a year and a half after the cars were gone, an article appeared in the Long Island newspaper *Newsday*, about the new trains operating to the Hamptons and Montauk during the summer months. Several riders admitted to their fondness for the old cars and a few actually claimed to miss them. Who would have thought that the largest U. S. passenger car purchase in 1954 would be still around in the year 2000 and be missed by its riders after the cars were retired?

***THE LIRR MODELER*** by Mike Boland***This Month's Feature:******A GOOD BOOK BY TONY KOESTER***

There are many good books on model railroading but one that I especially recommend before you build a layout is to read "The Allegheny Midland—Lessons Learned" by famed author and model railroader Tony Koester.

Tony is a lifetime model railroader and quite a presence in the hobby. I've attended a number of his clinics at various Railroad Prototype Modelers meet across the country and I've always learned something. He has written a number of books and articles for both Model Railroader and Railroad Model Craftsman magazines. He is also a fan extraordinaire of the Nickel Plate Road.

This book is Tony's seventh and he has been the editor of Kalmbach's Model Railroad Planning series, a special annual edition of Model Railroader magazine since it started in 1995. He currently writes the Trains of Thought column monthly for Model Railroader and was the editor of RMC magazine until 1981.

Tony spent a quarter of a century designing, building and operating the fictitious and non-prototypical Allegheny Midland (model) Railroad, a coal-hauling road based in the Allegheny Mountains. The Midland Road, as it was known, is the subject of Tony's introspective look at his two-tiered layout.

Profusely illustrated with great photos and maps, Tony gives a great read—and ride—on his railroad from start to finish. He tells about what worked and what didn't and just about everything regarding his model railroad that one can imagine. It's all there...scenery, trackwork, locomotive roster, operation and even his addition to the layout, his Coal Fork Extension.

Tony shares his thinking, his ideas, his mistakes and changes and 25 years of perspiration and inspiration from his layout. I particularly liked the time he spent on geography and land and what he had to say: Tony seems to think that most modelers spend more time on their models and little or no time on scenery. I agree. Thanks to him, I'll be spending a lot of time as well as a lot of thought on the geography of Long Island before I build my layout.

The book consists of 11 chapters and is 96 pages long.

It's priced at \$21.95. I can't encourage any modeler enough to read this book and let Tony share with you his knowledge and experience. He's been through it all and has done it all. Learn from a master.

I'd love to have him do a clinic for a LIST meeting. Until next time, happy modeling!







## The following price list is for LIST members only!



# _____	LIRR Trackside with Matt Herson by M. Boland	@48 each Total _____
# _____	LIRR Oyster Bay Branch * New Book	@18 each Total _____
# _____	2019 LIRR Calendar	@\$8 each Total _____
# _____	2018 LIRR Calendar	@\$5 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 <sup>th</sup> 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 _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$25 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\*\*\*\*\*



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National Railway Historical Society  
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**HAPPY HALLOWEEN**  
**FROM ALL OF**  
**OUR FAMILY**  
**TO YOURS!**

