



SEMAPHORE



November 2018

The LIST September meeting will be held on **Friday, November 16th** at the **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:

Kevin Katta will present a program called "Meet Me At the Station" I've visited and photographed dozens of interesting RR stations over the last 30 years most while driving and others while traveling by rail. The presentation will focus on the Northeast and the East coast of the US.

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

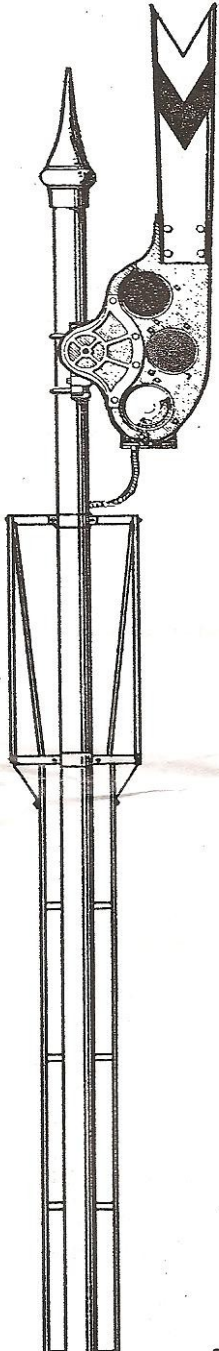
LIST-NRHS.org

The Chapter mailing address is:

LIST—NRHS

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 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 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 _____
# _____	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*****



List Happenings by Steve Quigley

The LIST November meeting will be held at the Historic Van Bourgondien house at 600 Albin Avenue in West Babylon. 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.

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.

It is dues renewal time again! We have included a copy of the dues renewal notice in this edition of the Semaphore. As you will notice, the dues have NOT increased; they are still a very reasonable \$15 per year. Please send back your dues renewal to our Treasurer, Alan Mark as soon as possible, this would be appreciated.

Our Chapters 2019 LIRR calendar IS available for sale! 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.

Three of our Chapter members are introducing books in the near future. Dave Morrison is introducing his book titled The Long Island Rail Road Main Line East at our December Chapter meeting. Dave will be doing the presentation and a book signing that night. Bob Sturm is working on his book on the LIRR and Mike Boland is also writing a book on the LIRR. Our Chapter has an abundance of prolific authors.

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 copies 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.

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.

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

Get On Board With Festive Spirit On LIRR's Holiday Express Trains

Double the Holiday Fun With Trains From Ronkonkoma on Dec. 1, and Babylon Station on Dec. 2; Appearances By Santa Claus, Carolers and More

The Long Island Rail Road is again launching its spirited Holiday Express Train following two successful, sold-out years.

Make it a part of your holiday traditions and bring the whole family aboard one of the Holiday Express Trains: the first running on Saturday, December 1, 2018, from Ronkonkoma Station, and the second on Sunday, December 2, 2018, from Babylon Station. Both trains travel non-stop directly to Penn Station in Manhattan, a central location to plan a day trip around seasonal activities following the train ride.

The bi-level diesel trains will be decked out in holiday splendor, and families can take part in festive sing-along caroling. Reserve your seats for a ride you'll never forget with on-board entertainment, giveaways and special appearances by Santa Claus and other holiday favorites.

Tickets for this year's events go on sale Thursday, November 1, 2018, starting after 12 a.m.

More than 700 people took part in the 2016 inaugural Holiday Express ride from Ronkonkoma Station to Penn Station. Following its overwhelming success, the LIRR added a *second* train to its lineup in 2017, this one from Babylon to Penn Station, bringing more holiday cheer to about 1,400 people.

Reservations are limited and will be filled on a first-come, first-served basis.

Dates and Routes

The trains leave promptly at their scheduled times. The LIRR asks that customers arrive 45 minutes earlier than the scheduled departure times to allow enough time for boarding and to pick up tickets. Car and seat numbers are given when your reservation is filled.

- Saturday, December 1, 2018: Departs **Ronkonkoma Station** at 9:50 a.m., non-stop to Penn Station.
- Sunday, December 2, 2018: Departs **Babylon Station** at 10 a.m., non-stop to Penn Station.



LIRR Modeler by Mike Boland

This Month's Feature:

ATTENDING RPM 25 CHICAGOLAND, PART 1

Just about a month ago I attended an event that brought me great pleasure and a three-day activity that words cannot do justice to. Of course, I'm talking about attending the RPM 25 Chicagoland meeting held in Lisle, IL. from the 18th of October through the 20th, a Saturday. RPM stands for Railroad Prototype Modelers and this was one of their meets held annually in a Chicago suburb. This also was the 25th anniversary of this meet and was started by Martin Lofton of Sunshine Models as a way of increasing the sales of the many fine resin kits his firm brought out. The meet was taken over by Joe D'Elia of Proto Power West for a number of years and he recently let Mike Skibbe, who had been assisting him, take charge and now run it.

This is a meet that has three days of informative and entertaining clinics and presentations that are given by experts in their respective fields. I, too, was one of the clinicians who presented this year; I gave two presentations of a PowerPoint show I created some time ago entitled: "Rail Marine Operations in New York Harbor." It has an emphasis on the Long Island Rail Road's carfloating operations at Bay Ridge in Brooklyn and in Long Island City, Queens. It's quite long, at about 130 images or more, and covers just about all the railroads that operated in and around New York Harbor, including the modern-day NYNJ Rail, which is owned by the Port Authority of New York and New Jersey and succeeded the Cross Harbor Railroad. My show was well-received and I had a good number of attendees at both shows. I was just disappointed that I could not finish my carfloat, floatbridge and tugboat in time to bring it to the show and display. Maybe next year. I did this show at the Cocoa Beach RPM Meet in January of this year so it seems to be very popular. I hope to do one on modeling carfloats, tugs and floatbridges for a future RPM where I can put my models on display.

This year's meet was a truly special affair, in that it was the 25th anniversary of this venerable RPM meet and Mike Skibbe's crew went all-out to make this a memorable event. With that in mind I knew I had to make it to this year's meet as I did not attend last year's event. So I went ahead and booked the fabulous Sheraton Hotel in Lisle for my stay since this was the location of the event. While I had given thought to take Amtrak to Chicago's Union Station and then the Metra former BNSF line to Aurora, I decided to make it easy for myself and I flew out. Now that I live on Cape Cod in Mashpee, MA., I decided to fly out of this neat little airport we have in nearby Providence, RI called T. F. Green. Located right off I-95, it is about an hour away from me so I thought this would be a better airport to use than Logan in Boston. Accordingly, I flew two direct flights, one to O'Haire in Chicago on American and returned from there on United. Amtrak may have been nice but there's nothing like a direct flight, even if it's a really small plane that can't stow carry-on bags above the seats like I had on my return flight.

Anyway, enough about my logistics and getting late into Chicago, thanks to almost 200-per-hour headwinds that delayed our flight. I did make it to Lisle via Metra, the meet was great and I'll tell you more about the meet next time.

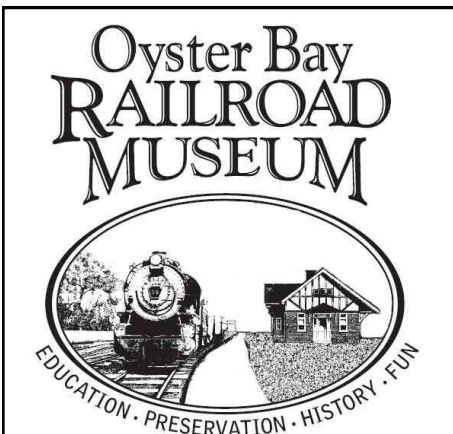
Happy Thanksgiving and happy modeling to everyone! I just love those gallery cars!!!



Oyster Bay Railroad Museum Update by John Specce

The Museum had a very successful summer season, with approximately 800 visitors of all ages enjoying the various inter-active and passive exhibits and displays. The featured exhibit this year was the "Golden Age of Railroad Advertising". 20 large-size posters were reproduced from ads in the 1950's that appeared in National Geographic, Life, etc. At the yard, the addition of M7 and DE simulators was a big draw. Thanks to our volunteers who made access to both of them easy and safe.

Going forward, the Museum will host its 11th Annual Holiday Express weekend on Dec 8 & 9th at the Visitor Center and Station. This popular event features horse drawn carriage rides, complimentary hot cider, candy canes and cookies for all to enjoy. On Saturday, Dave Morrison will be on hand to sign his new book MAIN LINE EAST and on Sunday Santa will stop by to greet the young ones. So, if you are in the area we would love to see you! After that weekend the Museum will officially cease operations until the springtime, when we will reopen.



Best wishes from all of us at the Oyster Bay Railroad Museum for a happy holiday season.

Railroad Museum of Long Island Update by Don Fisher

Railroad Museum of Long Island Annual Holiday Open House Weekends!

On Saturday and Sunday, December 1 and 2, 2018 at Greenport RMLI, located at 440 – 4th Street in Greenport, and on Saturday and Sunday, December 8 and 9, 2018 at Riverhead RMLI, located at 416 Griffing Avenue, Riverhead, New York.

Santa arrives each day from the North Pole at 12:00 noon. Refreshments will be served and a LIONEL Polar Express Toy Trainset will be raffled at 3:00 PM on Sunday, December 9th. The RMLI Gift Shops will be open for holiday shopping.



Admission is FREE and everyone is welcome.

Happy Holidays from everyone at the Railroad Museum of Long Island!

Summer Memories of SIRT by Robert L. Myers

A good friend and great Long Island Rail Road Engineer, Richie Harrison, left me portions of his railroad collection years ago to dispense as I saw fit. Many organization and individuals benefited from his generosity. In going through some papers recently, I came across some memories he had as a young lad about his vacation days on Staten Island at Great Kills (1927-1929) and I thought it was interesting and I would share them with you on his behalf.

In the late 20's and early 30's, my Dad had a butcher store on 7th Avenue and 59th Street in Brooklyn, N.Y. One of his best customers was the McGill family (the father's name was Pete (a bridgeman on the 39th Street Ferry Boat), and his wife and their two daughters, Mae and Kitty McGill. They lived on 57th Street between 7th & 8th Avenues and during the summer months they rented (or owned, I forget exactly) a bungalow on a small island at Great Kills, S. I.

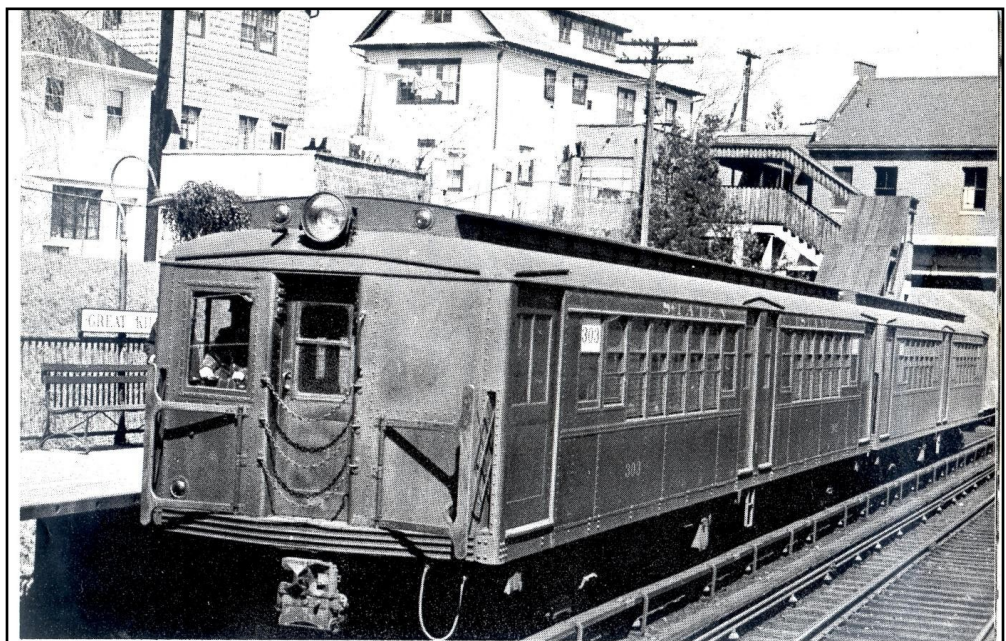
I was their favorite "little boy" and each summer they would take me on a "vacation" to Great Kills. We would take the 69th Street or the 39th Street Ferryboat and then the "Main Line" of the Staten Island Rapid Transit Ry Co. (B & O RR owned at that point) electric trains to Great Kills RR Station.

How grand they were with their "big bright head light" and fast time, so neat, clean and quiet. I also rode the "South Beach" local for a day's outing to South Beach (near Fort Wadsworth). I considered this train my very own "20th Century Limited".

I also used to play in the old "House on Stilts" which was a tool supply house for the tunnel to be built for the B.R.T.-S.I.R.T. connection* that failed. I was told that gangsters and rum runners used this building as a hideout and storage house for their rum and beer during the prohibition days.

*A subway tunnel was planned to link Brooklyn's BMT with the Staten Island transit system but was never built. In anticipation of this, SIRT purchased a fleet of BMT-type cars and despite the failure of the connection, these cars ran for years.

Richie J. Harrison
(member of LIST, RMLI and other RR organizations)



In the early twenties, when a subway tunnel was planned to link Brooklyn's BMT with the Staten Island transit system, Staten Island purchased a fleet of BMT-type cars. The tunnel never was built but the cars ran for years. Sprague Library, Electric Railroaders Association, Inc.

MY VACATION DAYS
ON THE ISLAND
AT GREAT KILLS, S.I.
1927-1929
(LOWER SIDE)

Where did the Pullman Standard Coaches Go? by Art Single

Adrian & Blissfield Rail Road in Michigan

This article looks at one of the many places the 1955-1956 orders of Pullman-Standard coaches migrated to after the Long Island Rail Road was done with them: the Adrian & Blissfield Rail Road.

A&B is a shortline railroad company in Michigan, founded in 1990, which operates five separate railroads in southeast Michigan.

The idea for the A&B actually began at a board meeting of the Bluewater Michigan Chapter, one of LIST's sister NRHS chapters, in the late 1980s. Bluewater was then operating frequent excursions with a combination of 1937-vintage ex-Canadian National "Canadian Flyer" coaches purchased by Bluewater members when CN was selling off their older cars (prices were low and the cars were just out of service, so in very good condition) and commuter coaches borrowed by the day from SEMTA (Detroit's commuter railroad back then). The Chapter paid a high percentage of their ticket proceeds to the hosting railroad (usually GTW, N&W or Chessie) for track time and locomotive and crew rental, and to the insurance man, and there was little revenue left for coach maintenance and restoration.

So, the Chapter began to look for a few miles of track where we could run our own excursions on our own track, as the Bluewater Railroad, like a regular tourist RR, and avoid the hefty rent payments.

It took two years, but we did manage to get Michigan DOT to agree to lease us 20 miles of track which they had bought from the Penn Central estate and Conrail (in separate chunks), to "preserve essential rail freight service" in the rural area south of Detroit. Good news. But the Chapter board voted against the acquisition when they realized we'd have to provide freight service, too, and passed on the opportunity to operate its own railroad. So, four individuals each chipped in \$2500 to begin operations, and off we went, as the newly-formed A&B.

Among the four of us, we individually owned three passenger cars: two "Canadian Flyers" and a parlor/tavern car. Those 3 cars got us started. One of us was a career E-L/Conrail operating employee who knew the freight business; one was a car repair mechanic; one was a passenger car restorer; and one was a small business manager. Off we went!

On our first day of business, GTW delivered our first engine stenciled "A&B 1", a GP-9 which was scheduled for upgrade at GTW's Battle Creek shops, but which they pulled and sent to us for a monthly payment towards purchase price ("and if there's a month when you can't make the payment, just call and we'll push it off a month") AND 65 covered hoppers which we had to load at the grain elevator in Blissfield. The elevator was the one customer left on the line after the previous railroad operator went out of business three months prior.

The elevator had purchased the previous railroad operator's two ALCos to keep things going on their own, but one had a failed main generator and the other seized up when it was started up without coolant. GTW then had to come in with an engine and crew to load grain cars for the elevator, which they did not want to do, so they were happy to help us get started up to do the loading and shove a full cut of cars out to them for pickup!

The next month, we started passenger operations - coach trips every weekend by day, and dinner trains weekend evenings and Sunday afternoons. A local restaurant did the cooking, and still does, 27 years later! The first dinner train ran with 12 patrons. They enjoyed the trip and word spread.

There were times when we took 5-gallon cans down to the local gas station and filled them with diesel fuel, came back and poured them into the locomotive fuel tank, and went back for more. Those were the early days!

Where did the Pullman Standard Coaches Go? by Art Single

In time, we built the freight business up from 1 customer and 461 cars annually, to more than a dozen customers and thousands of cars a year. Working with the economic development people in the county, we added an ethanol plant, a biodiesel plant, and an automotive fuel tank molding plant. Old customers returned: fertilizer plants, lumber yards, and a metals processor. And that first customer, the grain elevator, expanded multiple times because we were willing to work with them and load around the clock, any day they wanted.

Then in 1990, two ex-New York Central RR branches in Lapeer and Charlotte, and one GTW ex-mainline segment in Detroit became available as spinoffs from GTW. The ex-NYC branches had been acquired by GTW to provide continued rail service to industries which would otherwise have been left without rail service after the Penn Central bankruptcy. The GTW ex-mainline once served Detroit's passenger terminal and meat-packing industrial area, neither of which existed any longer. In each case, we were able to provide local service linking the remaining rail customers with the GTW mainline, to GTW's benefit.

We called the Lapeer line "Lapeer Industrial Rail Road," and requested and received AAR reporting mark "LIRR." Of course, Long Island RR is just "LI" so we have had a few chuckles over that. The REAL "LIRR" is in Michigan, and it's only a mile long. You can probably win a beer bet with that one.

LIRR #5, our locomotive in Lapeer, is a GE 65-tonner previously owned by Ford Motor Co, the Bangor & Aroostook RR in Maine, and Fraser Paper Co in Canada. It's the ONLY "LIRR" engine in existence, despite what you see all over Long Island!

In 2010, we took over 57 miles of line from Norfolk Southern between Jackson and Lansing, Michigan, after many industrial operations in Lansing closed. We've built up business on that line over the past eight years.

Dinner trains operate at Blissfield and at Charlotte. In Blissfield, ex-LI #2957 operates as the third dining car on the dinner train, along with cars from Union Pacific, Southern Pacific, and Canadian National. Ex-LI #2959 is on the Charlotte Southern RR, not yet restored to operation.

Both ex-Long Island coaches were acquired from Ken Bitten's organization, which had purchased a very large number of P-72 and P-75 coaches from the Long Island Rail Road when they were taken out of service on the Island. We chose cars which had more modern 26-C air brake equipment, as the allowable service time before renewal is required was longer than the older D-22 equipment on most of the cars. We also opted for cars with fat wheels, which should hopefully last decades in our very easy service! Since our dinner trains operate with Amtrak-type head end power, we had to equip and rewire ex-LI #2957 with 480-volt electrical equipment and trainline to be compatible with the other cars in the dinner train. Coach seats were replaced with dining tables and chairs, the toilet annex demolished, interior redecorated and self-contained toilets, sinks, and water supply installed. A small service kitchenette with bar was added at one end, and window glazing was replaced so diners could see the scenery move along! Lastly, "Hudson River" was added to the carsides to commemorate the car's New York heritage. Other cars on the Blissfield dinner train are all "River" cars: Columbia River, River Raisin, and Watts River (the power generator car).

Passengers consistently comment upon the quiet, smooth ride of the ex-Long Island coach.

Both dinner trains run murder mysteries every trip, and two of the original cast members are still on board with us 27 years later.

For more information, visit www.abrailroad.com or www.murdermysterytrain.com.

Upcoming Model Train Shows

Westbury Scout Train Show

Saturday, March 2, 2019, 10 AM - 3:30 PM
 United Methodist Church, 265 Asbury Avenue

Bethpage High School Train Show

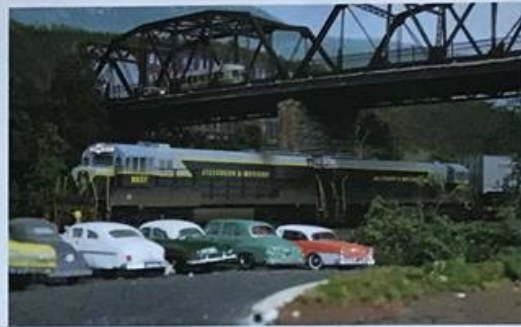
Saturday, March 23, 2019, 10 AM - 3:30 PM
 Bethpage High School, 10 Cherry Avenue

WEST ISLAND MODEL RAILROAD CLUB

Come celebrate our 71th Anniversary!

Model Rail Open House

Operate a train on our 5600 sq. ft. railroad!



Learn about trains and model railroading from our club members.

See our trains with realistic lights and sound operate on 700 feet of main line.

Become a member and operate the club's or your trains.

Friday Nov. 30	7- 9:30 PM	Friday Dec. 7	7 - 9:30 PM	Friday Dec. 14	7- 9:30 PM
Saturday Dec. 1	1- 4 PM	Saturday Dec. 8	1- 4 PM	Saturday Dec. 15	1- 4 PM
Sunday Dec. 2	1- 4 PM	Sunday Dec. 9	1- 4 PM	Sunday Dec. 16	1- 4 PM



Located in the Broadway Business Center
 485 South Broadway (Route 107)
 Lower Level Unit 22A
 Hicksville, NY 11801

LOOK FOR THE RAILROAD CROSSING SIGN ON THE BUILDING



MAP ON BACK

Suggested Donation: \$5 per person, \$12 per family

For more information visit our website wimrrc.com ,
 Like us on Facebook , Instagram or call the club at 516-433-6600

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

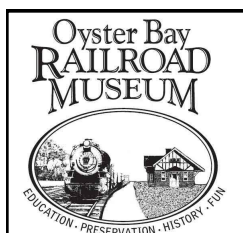
Saturday and Sunday, 11:30am to 3:00pm

Greenport: December 1st and 2nd

440 4th Street, Greenport, New York

Riverhead: December 8th and 9th

416 Griffing Avenue, Riverhead, New York



Oyster Bay Railroad Museum

Holiday Express

www.obrm.org

Saturday and Sunday, December 8th and 9th

102 Audrey Avenue, Oyster Bay, New York

12 noon to 4:00pm 516-558-7036



 **Long Island Rail Road Holiday Express Train Trip**

Saturday and Sunday, December 1st and 2nd

Gather the family and join the Long Island Rail Road's Holiday Express – a fun-filled, exclusive experience that turns your ride into a non-stop holiday journey from the LIRR's Ronkonkoma and Babylon Stations direct to The Theater at Madison Square Garden where Rudolph lights up the stage along with all your favorite characters.

For more details, see page 4. For pricing and to reserve your seats, visit the website at: mta.info/lirr/getaways/holidayexpress

Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
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*Happy Thanksgiving to all of our
members and their families*



From your family at LIST-NRHS