



SEMAPHORE



February 2018

The next meeting of LIST will be on **Friday, February 16th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Andy Sparberg will provide a presentation about light rail history and contemporary systems, covering both North America and Europe.

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

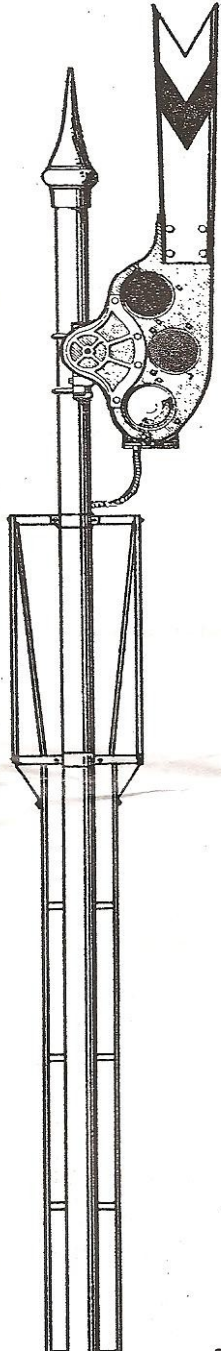
www.LIST-NRHS.org

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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.

It has happened that members have sent in their dues after this column was typed. So, if you have sent in your dues and a yellow mark was noted, please let me know.

Our Chapter members have been invited to attend the "Long Island Live Steamers Invitational Train Club Meet" at their facility in Southaven Park in Shirley on Saturday, August 4th, 2018. Southaven Park is just off Sunrise Highway and the Live Steamers have an extensive amount of track work and been there for many years. I will note this event in the Semaphore in coming editions.

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 April, Al Johnson will present "To Albany and Back, Railfanning the Hudson River Valley." In May, Roger Edington will present the LIRR east and west of Jamaica. In June, Mike Boland will introduce and sign his new MorningSun book on the LIRR.

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.



What's in a Name, or Number? by Robert L. Myers

LIRR Parlor & Club Cars as of January 3, 1968:

As with many other railroads in the United States (and, of course, from other Countries too), certain pieces of rolling stock on the Long Island Rail Road were numbered or named. There are a myriad of reasons for doing so and some might have included convenience, record keeping, intrigue (The infamous Orient Express comes to mind), or to simply capture public interest and/or entice them to ride these cars.

According to information supplied from the Transportation Department of the LIRR as of the above date, 41 such cars were identified by name and number, of which 4 were considered Club Cars and 37 Parlor Cars.

These cars had many uses and some wound up behind famous named trains such as The Cannonball, The Shelter Island Flyer or The Sundowner, just to name a few, while others rode behind trains as private cars for commuters (one example being on the Oyster Bay Branch) that required an extra fare in addition to the regular ticket fare for daily commuting Monday to Friday.

These 41 cars were all air-conditioned and seated anywhere from as little as 30 passengers to as high as 63 depending upon their length and configuration. The four Club Cars were all 83.5 feet in length and three carried the designation P74 (2001 Syosset, 2002 Oyster Bay and 2003 South Shore) while the fourth 2004 Locust Valley was designated a P74A.

The Parlor Car Jamaica was number 2000 and is currently preserved here on Long Island. It is 80.5 feet in length and seats 30 passengers.

The remainder of the fleet (number and name) are as follows:

2011 Montauk	2012 Shinnecock	2013 Peconic	2014 Amagansett
2015 Cutchogue	2016 Mattituck	2017 Aquebogue	2018 Quogue
2019 Moriches	2021 Ronkonkoma	2022 Islip	2023 Wyandanch
2024 Copiague	2025 Commack	2026 Massapequa	2027 Merrick
2028 Wantagh	2029 Manhasset	2030 Mineola	2031 Nissequogue
2032 Cayuga Club	2033 Mohawk Club	2034 Seneca Club	
2035 Onondaga Club	2036 Oneida Club	2037 Tuscarora Club	
2038 Setauket	2039 Nesconset	2040 Asharoken	2041 Mastic
2042 Sagtikos	2043 Matincock	2044 Noyack	2045 Wauwepex
2046 Onteora	2047 Teckawitha		

THE LIRR MODELER by Mike Boland

This Month's Feature:

THE 2018 PROTOTYPE RAILS MEET, COCOA BEACH, FL. PART 1

I'm going to interrupt my ongoing series on converting the Walthers 28-1 parlor car to LIRR coaches 7501-7505 to write about one of the best Railroad Prototype Modelers meet in the country, the 2018 Prototype Rails "One of a Kind" event recently held at Cocoa Beach, Florida at the Hilton Hotel on the ocean. Held at this fabulous location right by the Atlantic Ocean and just south of Cape Canaveral on the first Friday and Saturday of January, this year's event was another great one, even though it was affected by the bad weather across the country.

With my car loaded with much, much model railroading tools and a ton of passenger car kits as well as a number of freight car kits...boxcars from Life-Like, Funaro and Camerlengo, Branchline, Red Caboose and other manufacturers and enough research material to keep me busy through May, when I return to Mashpee and Cape Cod, I left the Cape on Tuesday, the second of January in the new year for a 10-hour drive south to northern Virginia, stayed overnight at a hotel and then drive a short distance south to ride on the Autotrain in Lorton, Virginia. The overnight train ride took me to Sanford, Florida where I drove east from Orlando to CB 2018 on the sunny Atlantic.



Unfortunately, the train, with almost 600 passengers and 46 passenger cars and auto carriers left on time at 4:30 that afternoon but ran into some bad weather in the Carolinas. As train #53, we headed south and started to run into trouble almost immediately. There were freight trains in front of us so our pace slowed. The real killer, though, was the cold, snowy weather that was waiting for us in the normally nice Carolinas. Switches froze and their points couldn't be moved or thrown. At one point, from 2:30 am to about 5:30 that morning we didn't move at all. Railroading in the Carolinas has rarely faced something like this! Despite the delays, I was very comfortable in my Business Class seat, unlike last year when I shared a roomette with my daughter.

My spacious seat was very comfortable and I put it to good use, since it turned out that we would be 7 hours late rolling into our destination. We were supposed to arrive at Sanford at 9 am Thursday morning but we actually got there at about 4 pm. Another hour was lost while I waited to get my car. At about 5pm I was off for my destination where I was scheduled to present a show that night at 8:30. The show was called "Rail Marine Operations in New York harbor, with an Emphasis on the LIRR." I was also scheduled to present a show—twice—on the LIRR in transition, from 1945 to 1955.

Thank God I didn't stop for dinner because I didn't know that my scheduled "Harbor" show had been moved up to 7pm. I only discovered this when I reached the hotel that evening. I'll be writing more about the show next time. Until then, happy modeling!

LIRR Pullman Standard Passenger Cars, Part 1 by Mike Boland

The Long Island Rail Road bid a quiet farewell in February 2000 to its Pullman-Standard fleet of 220 diesel-pulled commuter coaches built in 1955-56, along with another 30 cars built in 1963. These 250 cars were replaced by a new fleet of 134 bi-level commuter cars that began to arrive in 1998. Powered by 23 new DE30AC diesel locomotives and 23 new DM30 dual-mode locomotives, the latter capable of operating as either a diesel locomotive or an electric locomotive drawing power from the railroad's 750-volt third rail, most of the new trains were in operation by the end of 1999. This meant the end of the line for the "long" cars, as railroaders called them, a majority of them placed into service when Dwight D. Eisenhower was president.

There were 80 P72 steam-heated coaches that had operated in conventional diesel-pulled trains and were fondly remembered by old-timers for the short time they ran behind LIRR G5s steam locomotives when new. Another 170 cars were originally built as electric multiple-unit (MU) cars. After almost two decades of service drawing power from the third rail, the MU cars were converted to push-pull diesel service in the 1970s. They operated for another two decades, first with Alco C420s and then with EMD GP38-2 and MP15AC diesels, together with EMD F-units and Alco FA diesels converted to head-end power cars equipped with cab controls.

The LIRR's Pullman-Standard cars had a very interesting history. By 1950, the bankrupt LIRR operated an electric MU fleet of almost 600 aging control motor cars and about 250 trailers, including the original clerestory roof MP54 and MP54A fleet built in 1908 to 1914. The railroad had just retired its last MP41 cars, the so-called "Gibbs" cars. The Gibbs cars were the first steel MU electric cars built for a U. S. steam railroad and inaugurated LIRR electric service in 1905. The railroad desperately needed new passenger rolling stock, and in 1947-1949, 60 two-tier cars with staggered, vertical seating known as "double-deckers" were built at the PRR Altoona shops.



A typical Pullman Standard P-72 Coach in the "as delivered" paint scheme.

Each 80-foot-long double-decker control motor car (three experimental double-deckers had been built prior to 1940) had seats for 132 passengers. When new, the railroad initially called the cars a commuter's dream. They ran well, but quickly became unpopular with both railroad employees and commuters. Car cleaners complained that they were tough to clean and trainmen had difficulty collecting fares because of the cars' design. Female passengers didn't like sitting in the upper section, where they felt they were on display; commuters sitting in the lower section got wet from snow or rain brought in from the outside and deposited along the aisle. Passengers sat face-to-face, with limited leg room, something they did not like to do.

LIRR Pullman Standard Passenger Cars, Part 1 by Mike Boland

By 1952 the LIRR had a court-appointed trustee in charge of the railroad. Its operation was overseen by the Long Island Transit Authority (LITA), formed by Governor Thomas E. Dewey following two disastrous wrecks with great loss of life in 1950. Ridership was high, but seating was scarce. Some LIRR trains operated with 30% of its passengers standing, since there were not enough seats for all. The public and the state Public Service Commission clamored for more seats and a comfortable ride. New cars with a greater seating capacity than the MP54 cars, which each sat about 72 commuters, were desperately needed.

The two-tier seating of the double-deckers was abandoned in favor of a single-tier concept. The LIRR conducted commuter surveys and received considerable input from its riding public for use in the design of a new, long car that emerged from the drawing board. Mockups of different seating arrangements were constructed in three coaches that toured various stations for a week in August 1952; more than 10,000 commuters viewed them. Two cars had “color” interiors, one designated the “Suburban” and the other called the “Commuter” design, identified by large signs near each vestibule. A third coach had five different types of seats.



A P-72 wears the “Worlds Fair” scheme.

Commuters voted on which seating arrangement they preferred, as well as other amenities. Selected by 65% of those voting, the “Suburban” design won. Design engineer Howard Ketcham was brought in to make the new cars’ interior more cheerful and an interior of cream-colored ceiling, blue-green walls, rust-red tiles in the aisle, and blue spruce upholstery became the standard.

William Wyer, the court-appointed LIRR trustee, wanted 112 new cars, while the LITA wanted 50 cars. The new cars would allow the railroad to begin scrapping almost 300 of its oldest MP54 and MP54A MU cars, which had very weak collision posts, as revealed by the investigations of the two terrible crashes with many fatalities in 1950. A debate over two-motor versus four-motor cars delayed the order. Ultimately there was no financing available for four-motor cars and the court directed the LIRR to buy 20 two-motor MU cars at a cost of \$2.2 million, or about \$110,000 per car. The order, Lot 6911-Plan W52354, was placed on April 8, 1952 with Pullman-Standard, a firm that had not constructed any passenger cars for the Long Island since the 1880s, when it built wooden trailer cars for LIRR steam rapid transit service. The new cars would be assembled at Pullman-Standard’s Osgood Bradley plant in Worcester, Massachusetts and took 19 months to build. The cars included \$500,000 worth of Westinghouse electrical equipment.

Next time, I’ll continue my series on the Pullman-Standard cars. Grateful appreciation is extended to Chuck Blardone of the PRRT&HS for permission to reproduce this feature which originally appeared in THE KEYSTONE.

Seyfried Books for a Little Over \$10 Each! by Ed Koehler

If you are interested and want the contents of Vincent Seyfried's earlier works, read on. If you are only interested in collecting original copies; this material will be of no interest to you.

Decades ago I borrowed copies of Vincent Seyfried's early trolley books and Parts 1 and 2 of his Long Island Rail Road history from the late Ira Rothberg. I promptly photocopied these tomes as I valued their content over the cost of actually owning an original copy. Along the way I worked with Vince on a project and discovered his title on the Third Avenue Railway; I was able to purchase the last available copy from the author; true it was a damaged copy but it was a copy!

During 1998 the book on the **BROOKLYN RAPID TRANSIT IN QUEENS COUNTY** was reprinted by N.J. International; three of the trolley books (**NEW YORK AND NORTH SHORE TRACTION COMPANY**; **JAMAICA TROLLEYS**; and **LONG ISLAND ELECTRIC RAILWAY – JAMAICA CENTRAL RAILWAYS**) were reprinted in a spiral bound photocopy format by the Bayside Historical Society in the 2001 to 2002 time period. These items were used to replace the photocopied pages in my library.

Recently I was able to purchase a copy of Seyfried's Part 2 of the Long Island Rail Road history series. At over \$100.00 it was expensive but I felt it was worth it; the seller also had a copy of Part 1 available but at \$250.00 it was over my budget (and any reasonable explanation to my wife).

I placed a search order on **ABEBooks.Com**; an internet book selling site for a copy of Part 1 hoping one would show up at a reasonable price. At that point the site did a search of its worldwide inventory and showed me a reprint of Seyfried's Part 1 that was available from a reprint house in India for \$10.87! Further research found a reprint of the Third Avenue book for \$11.54 from the same seller. And these prices included shipping and handling from India. Do note that these prices may be affected by the price of the U.S. dollar versus the Indian rupee.

So while I was looking; I also found **THE NEW YORK AND QUEENS COUNTY RAILWAY AND THE STEINWAY LINES 1867-1939** and the **NEW YORK & LONG ISLAND TRACTION COMPANY** from another reprinting house, each of these books were priced at \$8.54 and \$9.23 respectively. I should also note that both of the re-printers that I ordered material from specifically states that any inserts (such as for maps and rosters which Vincent Seyfried did use in some his trolley books) are not included in this reprint. This is of course a part of the equation each of you might use to determine if this adventure is worth it to you.

The prices averaged out at about \$10.00 for the four books that I was interested in so I figured let me give the reprint market a try. An order was placed via **ABEBooks.com** on December 11, 2017. Subsequent to my order I was contacted by one of the reprint houses; would I be interested in deluxe leather binding for two of the books for a few dollars more. I passed on this option. I made mention of placing this order at the December membership meeting with a promise to let the Chapter members know about my adventure.

Seyfried Books for a Little Over \$10 Each! by Ed Koehler

The first two to arrive were the **THE NEW YORK AND QUEENS COUNTY RAILWAY AND THE STEINWAY LINES 1867-1939** and the **NEW YORK & LONG ISLAND TRACTION COMPANY**; both from Gyn Books Pvt. Ltd. on January 2, 2018. Both books were in a dust jacketed hardcover; both the dust jacket and the cover had a strange color design on it. On opening both books there was the classic typewritten text that was present when these two books were originally published in the early 1950's. The text was still the mediocre quality that these two books had when they were originally published. The photographic reproduction was about 90% of the originals, but then the originals were not at all that good to begin with. The paper and binding both appeared to be of a good quality, and they both had that 'just printed new book' smell. For these two books I think I have a winner but it remains to be seen what I will do about the lack of the fold out maps; perhaps with my computer and scanner I can cobble together something from my photocopied texts.

On January 5, 2018 a package arrived from S N Books World which contained copies of **THE COMPREHENSIVE HISTORY OF THE LONG ISLAND RAIL ROAD - PART 1** and the **THIRD AVENUE RAILWAY ROSTER OF EQUIPMENT**. I thought that I had ordered hard cover reprints of these two volumes but it turned out that I had ordered soft covers. Both books were approximately 75% of the size of Vince's original volumes and had soft cardboard covers. The smaller sized text in the Third Avenue book was a little more 'muddier' than the original but it was still readable and using this book will prevent further damage to my genuine copy of this book which was already damaged when I purchased it from Vincent. The text in the Long Island Rail Road book was much more readable but besides being smaller it was not as dark as in the original volume. In both books the photographic reproduction is about 60% to 75% of the quality of the original. Obviously the re-printer had photographed a copy or photocopy of the original book to make their plates.

To sum it all up I believe that I would gladly make these purchases again if I needed copies of these book again; perhaps the only change I would make would be to make sure that I ordered all of the books in hard cover editions as these are more durable and I tend to use my copies of Seyfried regularly.

I should point out that many of Seyfried's other works have been reprinted in India as well; I know that the Long Island Rail Road history Parts 1 through 3 are all available as the copyright on these volumes have expired. Not all of the early trolley books are available but a number of them are. The late trolley books are still reasonably priced, in my opinion, on the various used book websites.



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ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
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