



SEMAPHORE



April 2018

The next meeting of LIST will be on **Friday, April 20th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The presenter for the April 2018 meeting will be Al Johnson. The topic will be "To Albany and Back, Railfanning the Hudson River Valley."

IMPORTANT NOTICE:

The Town of Babylon Historian has obtained Eight historical plaques that will be placed at various locations along the LIRR Main Line and the Babylon Line in the Town of Babylon. These historical markers are the same as you have seen at various historical places in NY State.

Please come out and support the placing of these historical plaques by attending one or more of the dedication ceremonies. Specific details regarding the date and times of the ceremonies may be found under "LIST Happenings" on page 3 of this edition of the Semaphore.

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

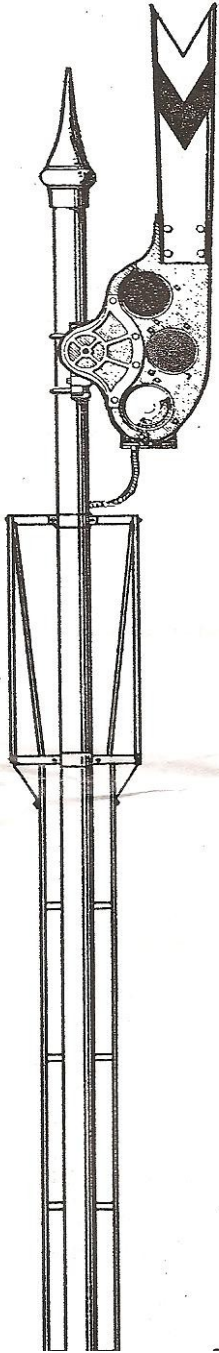
<http://www.nrhs-list.org>

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 Oyster Bay Branch * New Book	@\$18 each Total _____
# _____ 2018 LIRR Calendar	@\$5 each Total _____
# _____ 2017 LIRR Calendar	@\$2 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 \$9.23*****



List Happenings by Steve Quigley

The Town of Babylon Historian has obtained eight historical markers that will be placed along the LIRR Main Line and the Babylon Branch in the Town of Babylon.

THE DATE OF THE UNVEILING OF THE MARKERS IS SATURDAY, MAY 12TH STARTING AT 10:00 AM IN BABYLON.

The markers will be located in close proximity to the Amityville, Copiague, Lindenhurst and Babylon train stations. One will be located in close proximity to the Belmont Junction in West Babylon. On the Main Line, the markers will be placed at the Pinelawn, Wyandanch and the old Deer park train stations. It is expected that the markers will be dedicated on two separate days.

PLEASE COME OUT AND ATTEND THE DEDICATION OF ONE OR ALL OF THE MARKERS ON MAY 12TH STARTING AT 10:00 AM IN BABYLON!!!! In Babylon, the marker will be placed at the east entrance to the station parking lot at the SE corner of the station. The marker will be at the corner of Railroad Avenue and Depot place.

Please show your support of the History of the LIRR by attending the dedication ceremonies.

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.

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.

We have a tentative schedule for guest presenters for the meetings this year. This month, 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.

We will be receiving copies of the Spring edition of the "Conrail Quarterly" which is a publication of the Conrail Historical Society shortly. 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

LIRR NEWS by Steve Quigley

The end of an era has taken place!

On Monday March 26th, 2018, there was a last call for the Bar Carts on the LIRR's Penn Station platforms. The MTA's decision came primarily from within as the commuters who patronized the bar carts on the platforms saw it as a convenience, not a detriment. The LIRR's bar cart attendant staff has shrunk by attrition and the remaining attendants will be assigned to other positions.

A spokesman for the MTA stated that bar cart sales generated about \$600,000 per year for the LIRR and a Union leader noted that it may be the only service in which the LIRR makes money. In 2012, the LIRR banned alcohol consumption on overnight weekend trains and has since expanded the ban to include several holidays such as New Years Eve, the Belmont Stakes and the SantaCon bar crawl.



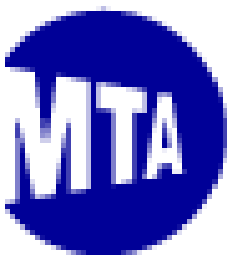
In December 2016, the MTA suspended its bar cart operations on Metro-North amid allegations of missing funds.

However, in 2016, CDOT ordered more passenger cars for the New Haven Line which included café cars which also serve alcohol.

[I can personally attest to the convenience of the bar carts as well as the bar cars which I utilized on occasion. The attendants were personable and quick as most people were literally running for their train [Dashing Dan and Dottie] and grabbing an alcohol refreshment on their way home. The bars cars were eliminated in the early 1980's as the M-1's were not conducive to having carts on board among other reasons]

On Sunday April 1, a Newsday Letter to the Editor was titled "Bar Carts helped ease the Ride Home." It was a letter by a commuter that told his favorable story regarding the bar carts and their attendants.

Track 18 in Penn Station will temporarily be taken out of service beginning Monday April 2 as Amtrak begins the next stage of its renewal work at Penn Station. Track 15 has been reconstructed and was placed back into service last month. This is the 3rd and final leg of the project involving track 18. There will be replacement of track ties and rails as well some concrete demolition. Most of the upgrades are being carried out during weekends, though the work has required the rerouting 8 of 184 rush hour LIRR trains. Construction is expected to be finished by May 28th.



Long Island Rail Road

THE LIRR MODELER by Mike Boland

This Month's Feature:

KITBASHING EX-PULLMAN PARLOR-COACHES 7501-7505 PT. 4

Now, let me get back to our series on kitbashing the LIRR heavyweight ex-Pullman coaches 7501 through 7505, bought from the New York Central Railroad in 1958.

As I stated earlier, I was fortunate enough to buy a number of undecorated Walthers 28-1 heavyweight Pullman parlor cars from Willis Hobbies a number of years ago. My original intent was to paint these cars as LIRR parlors—Walt McNamara's "Blue-Ribbon Fleet"—but not too long ago, I managed to purchase a number of already-decorated LIRR parlor cars. These freed up the cars and made them available for conversion to these coaches, 7501 through 7505. So, let's get going!

Photos are such an important part of model building so it's very important to obtain photos of the car you want to model. I was fortunate enough to obtain a number of photos—both color and black and white—of these five cars in several paint schemes. These will come in handy so study them carefully. The first thing you realize is that all these five cars appear the same. Air-conditioning duct, underbody details, window arrangement...everything seems to be the same on both sides of each of these cars.

To disassemble the car, I first removed the trucks. I wrote to Walthers and got a response from Andy Schmelzer, Marketing Manager, who had been contacted by Darin Umlauf, who told Andy (and me) how to disassemble the car.

Here's how to do it:

1. Remove the roof as per the instruction sheet.
2. Remove the ends of the car and to do this, gently slip an X-Acto #17 blade between the interior frame and the ends gently prying the ends loose. The sides are not glued so they should come off easily.
3. Remove the four screws that hold the coupler pocket covers/drawbar yoke in place.
4. Remove the cover and couplers.
5. Remove the two swinging drawbar screws, drawbars, and bushings.
6. Remove the three screws that hold the floor in place.
7. Gently remove the floor. If the floor does not lift off, slip the #17 blade between the floor and interior frame and gently pry up the floor break any excess glue bonds that may be present.
8. Slice the two pieces of tape that hold the weight in place.



Gently push the interior up through the floor. The sides may have to be gently spread to clear the interior.

More next time when my series continues. Until then, happy modeling!

Railroad Museum of Long Island Update by Don Fisher

Schedule of Events ~ 2018

- Saturday, April 7 – 10 AM Opening Day at Riverhead RMLI, Riverhead open Saturdays ONLY through May 26.
- Sunday, May 5 – 5:00 PM Hosting, PRRT&HS L.I. Chapter quarterly meeting at Riverhead.
- Saturday, May 12 – 4 PM “An Evening at the Museum” National Train Day 2018 Educational program, students 8 – 14 yrs. Model railroading, railroad safety and local railroad history.
- Saturday, May 19 - 5 PM General Membership Meeting, Greenport RMLI.
- Saturday, May 26 – 11 AM Opening Day at Greenport RMLI, both Museum sites open on Saturdays AND Sundays through October 7.
- Wednesday, June 20 – 6:00 PM LIRR Track Worker Protection Safety Class at Riverhead RMLI.
- Sat & Sun August 25/26 – 10 AM “Riverhead Railroad Festival,” Riverhead RMLI.
- Sat & Sun October 6/7 – 11 AM “Toy Train Play Days,” Riverhead RMLI.
- Sunday, October 7 – 4 PM Greenport RMLI closes for the season, Riverhead remains open Saturdays. ONLY through November 17.
- Saturday, October 27 - 5 PM General Membership Meeting and election of officers. Freeman North Exhibit Hall, multipurpose room, Riverhead RMLI.
- Sunday, November 3 – 5:00 PM Hosting, PRRT&HS L.I. Chapter quarterly meeting at Greenport.
- Saturday, November 17 – 4 PM Riverhead RMLI closes for the season.
- Saturday & Sunday, December 1/2 – 11:30 AM “Holiday Open House with Santa” Greenport RMLI.
- Saturday, December 1 – 5 PM Volunteer Appreciation Dinner, Greenport RMLI.
- Saturday & Sunday, December 8/9 - 11:30 AM “Holiday Open House with Santa” Riverhead RMLI.

Riverhead is open Saturdays and Sundays from 10 AM - 4PM
Griffing Avenue at the Tracks • Riverhead, NY 11901 • **631-727-7920**

Greenport is open Saturdays and Sundays from 11 AM - 4PM
4th Street at the Tracks • Greenport, NY 11944 • **631-477-0439**

Admission is \$7.00 for adults (13+)
\$4.00 for children 5-12 years old
Children under 5 are FREE

The admission charge includes a ride on our World's Fair miniature train and a guided tour of the Riverhead and Greenport sites
On the web at www.rmli.org

Admission tickets are good for both the Riverhead and Greenport sites during the same year stamped on your ticket when purchased.



Oyster Bay Railroad Museum Update by John Specce

Excitement is in the air at the Oyster Bay Railroad Museum!

Although we will not officially reopen for business until the weekend of April 21st, a lot has been going on behind-the-scenes during the "off" season.

The volunteers at the Display Yard have been diligently spending every Saturday, (through all types of weather) on a major project of restoring our Ping Pong coach. Efforts have been concentrated on removing the interior parts, including seats, deteriorated flooring and supports, windows, ceiling fans, lights, and luggage racks, in preparation for the "Dustless Blasting" to remove all paint. Work has also been on-going on the "Dinky" engine and the turntable / electrical system.

Meanwhile, negotiations are ongoing with Steam Operations Corp. to reinstate the restoration work on Steam Locomotive #35's running gear. While this is being done, restoration work will begin on the tender in Oyster Bay with our own volunteers replacing rotted steel patches, similar to what's been ongoing with the cab. The tender trucks will also be shipped out soon for rebuilding.

We are anxiously awaiting the arrival of two simulators donated by the LIRR, a DE/DM locomotive and an M7 MU, along with our New Haven 40' boxcar. Arrangements are being finalized with the trucking company that is handling the move to relocate some pieces of equipment and structures at the yard to accommodate the new additions.

Lastly, the Visitor Center will feature a new photo exhibit, "Advertising Art from the Golden Age of Railroading" which includes over 20 enlarged color magazine advertisements from railroads and car manufacturers from the 1950's.

Stay tuned for more updates in future newsletters!



The Oyster Bay Visitor Center, Station & Yard are open seasonally on Saturdays and Sundays from 10 A.M. to 4 P.M.

The Visitor Center is located at 102 Audrey Avenue, Oyster Bay, NY 11771.

Please call **516-558-7036** for more information on Museum hours.

Admission is \$5.00 for adults (13-61)

Seniors \$4.00 (62+)

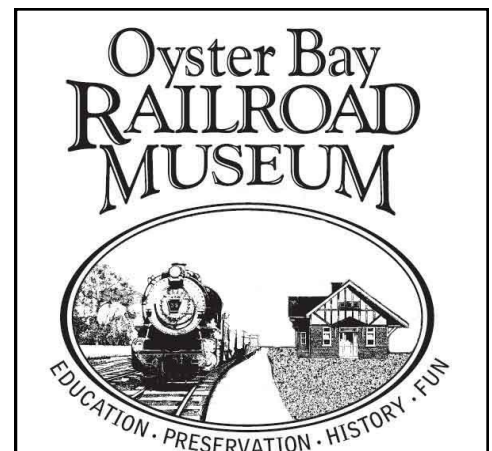
Children under 5 are FREE

Admission tickets are good for all three facilities.

OBRM on the web: www.obrm.org

OBRM on Facebook: **Oyster Bay Railroad Museum**

Locomotive #35 On Facebook: **LIRR Steam Locomotive 35**



LIRR Pullman Standard Passenger Cars, Part 2 by Mike Boland

The new cars resembled an earlier design of New York Central MU cars built by the St. Louis Car Company. They were built using Pullman-Standard's girder design with a smooth, painted exterior. The cars were made of welded, high-strength low-alloy steel and had windows with aluminum sash and laminated safety glass. Forty-eight electric heaters were under the seats. Sixty incandescent lights were recessed into the ceiling. The cars had no engineman's controls and were blind motors, (the LIRR referred to them as "motorized trailers") with two 200hp. Motors on one truck per car. The railroad classified them as MP70T (*Motorized Passenger 70 feet long within the enclosed seating area Trailer.*) At 13' – 7" above the rail, they were higher than the MP54.

The railroad called these 20 coaches "the ultimate in commuter cars." The cars would be known as "Wyer cars," after the trustee who made the purchase. LIRR men called them "Cadillacs," due to their smooth ride and austere commuter amenities. The cars rode on Commonwealth four-wheel trucks made by General Steel Casting Company. The trucks were a hybrid, PRR-influenced M41-ERP design, with a frame extension to keep the brake cylinder away from the electrical equipment.

The Wyer cars would be the only cars delivered in the railroad's new Tichy paint scheme of slate gray body and off-white roof with white condensed gothic lettering, which only a few years earlier had replaced Tuscan red and gold lettering. (The Tichy scheme was created by industrial designer Lester Tichy, who worked for the PRR, the LIRR's parent company.) The Wyer cars had an added feature, an attractive blue stripe through the windows that was rounded at each end. They were numbered in a most unusual lot: 3500 through 3519.

Seating was *the* priority in the development of this car and economics dominated its design; minimum coast per seat was what it was all about. A longer car was chosen because a greater number of seats were available at a lower cost per seat than a shorter car. Commuters initially selected a design that had seats for 148, called the "good posture" plan, but the railroad, afraid of a cramped interior with upright seats, selected a less popular design that didn't seat as many.

Each new Wyer car had a capacity of 128 passengers. To cut costs, a fixed 3-2 seating arrangement was used instead of reversible seats. These cars were the first single-tier LIRR passenger cars to have this arrangement; the double-deckers had fixed seating, too. The LIRR believed that fixed seating would need fewer repairs. The low-back fixed seats of these cars, like the double-deckers, made riders sit face to face, providing "a higher degree of intimacy" for LIRR commuters, as one railroad official said.



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

LIRR Pullman Standard Passenger Cars, Part 2 by Mike Boland

The first two cars went into service on October 7, 1953. A special train with a blue-striped double-decker at each end made an afternoon run to Garden City on the Hempstead Branch to demonstrate how well the cars rode, with 50 guests, members of the press and dignitaries aboard. The train made several starts and stops to demonstrate its acceleration, braking and smooth riding characteristics. (LIRR double-deckers had to be modified so they could have the higher acceleration and deceleration rates of the new cars.) The cars then went into regular service on Train #162, the 5:25 p.m. from New York-Pennsylvania Station to Babylon. The special train was later rotated to other branches.

On October 11th the special train operated to Babylon on the Montauk Branch, as well as the Hempstead and Port Washington Branches. The first two new cars then operated in to Babylon as Trains #101, #96, #135, #162, #169 and #190. The next four cars went into service on the Montauk Branch as far as Babylon, the Hempstead and Port Washington Branches. This second group operated on Train #111 from Babylon; Train #350 to Great Neck; Trains #774 and #767 on the Hempstead Branch and Train #188 to Babylon. The rest of the delivery came in groups of four, four, four and two cars between October and December 1953, with delivery every two weeks. All 20 cars ran in trains with double-deckers between Babylon and Pennsylvania Station in Manhattan and on the Hempstead and Port Washington Branches. They also saw service on other branches during non-rush hours. While the Wyer cars were compatible with the railroad's massive fleet of MP54 MU cars, their length, 80' – 8", prevented them from operating on the Atlantic Branch between Jamaica and Flatbush Avenue Terminal in Brooklyn.

Trustee Wyer called the cars "the last word in passenger comfort." Despite much research and input by commuters who had voted for the face-to-face, fixed seating more than any other arrangement, the vinyl-covered plastic benches with foam rubber cushioned seats made by Heywood-Wakefield (the largest maker of railway seats in the U. S.) were uncomfortable and hard. The seats had been "designed for the maximum of comfort with the greatest possible number of seats per car" but commuters soon called the cars "back-breakers" and "knee-knockers."

I'll continue next time with Part 3 of these cars; grateful appreciation to Chuck Blardone and the PRRT&HS is mentioned here by me as this material originally appeared in THE KEYSTONE.



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

Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
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ATTENDING MEETING AT CHRIST CHURCH BABYLON



LONG ISLAND-
SUNRISE TRAIL
CHAPTER



NATIONAL RAILWAY HISTORICAL SOCIETY