



SEMAPHORE



May 2018

The next meeting of LIST will be on **Friday, May 18th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The Guest Presenter for the May LIST meeting will be Roger Edington. His topic will be LIRR Operations, East and West of Jamaica. Included will be interior shots of the Morris Park Shops.

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

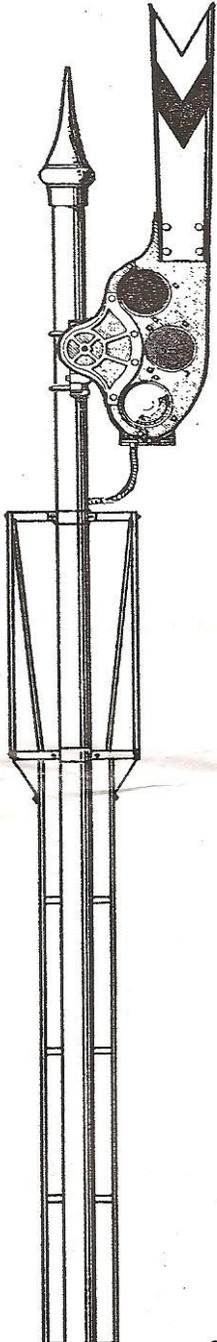
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THE PUBLICATION OF THE
LONG ISLAND-SUNRISE TRAIL CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY





The following price list is for LIST members only!



# _____	LIRR Trackside with Matt Herson by M. Boland	@48 each Total _____
# _____	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 _____
# _____	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

We have received copies of a new book on the LIRR. It is titled Long Island Rail Road Tracksides with Matt Herson by Mike Boland. This book is published by Morning Sun Books and has 128 pages of all color pictures. The book spans the LIRR from the 1950's to the 1980's.

We also have copies of the new book on the Oyster bay Branch of the LIRR by Dave Morrison. It is published by Arcadia Publishers and it contain many never before seen black and white photos of the Oyster Bay Branch.

Please see the order form in this edition of the Semaphore for ordering information for both books.

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, Roger Edington will present the LIRR east and west of Jamaica including the Morris park shops. In June, Mike Boland will introduce and sign his new MorningSun book on the LIRR.

We received 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

Long Island Rail Road News by Steve Quigley

On Thursday April 12th, 2018, it was announced that LIRR President Patrick Nowakowski will resign effective Friday, April 13. Mr. Nowakowski was the 39th president of the LIRR and he served for 4 years. He had extensive experience leading rail systems in Pennsylvania and Washington D.C. He was considered a skilled technocrat who understood the nuts and bolts of the LIRR but it was noted that he failed at understanding the LIRR commuter. He was criticized for the railroads worst on time performance in 18 years and for this past January's worst month in 22 years.

On Friday April 13, it was announced that the LIRR's new president is Philip Eng. Mr. Eng is a Long Island native, resides in Smithtown and was the MTA's Chief Operating Officer. On Tuesday April 17, Mr. Eng was at Mineola station for approximately 2 hours in the morning greeting and listening to commuters which is in sharp contrast to his predecessor whom was not a public figure. Mr. Eng has vowed to "get this right" where past leadership got it wrong.

We wish Mr. Eng success in his new and challenging position.

LIRR riders will continue to deal with Amtrak Penn Station repairs through mid summer. However, LIRR schedules will not change during the Track 19 project which will be from June 8 to July 20. This track work should have less of an impact on LIRR riders than last year's "Summer of Hell" which turned out to be the "Summer of Swell" for many riders. The cost of the repairs is estimated to be \$45 to \$50 million. 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 recently. 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

As part of an extensive amount of repairs to Penn Station among other places in the NYC, Amtrak announced that Empire Service, Ethan Allen Express, Adirondack and Maple Leaf trains are going to be rerouted from Penn Station to Grand Central Terminal between May 26 and September 4.

It was announced that the price tag for the MTA's/LIRR East Side Access has risen another \$1 billion to \$11.2 billion. This is more than 2.5 times the original estimate when the project was first announced in the early 1990's. The MTA is blaming the additional cost on Amtrak as Amtrak has not provided the required assistance at the area by Harold Tower in Queens which requires an extensive amount of co-operation by all parties involved. MTA officials have stated that they have awarded approximately 90 % of the contracts and completed about 75% of the construction of this enormous project. At its current pace, the East Side Access project is estimated to be completed by the end of 2022.

**Long Island Railroad**

THE LIRR MODELER by Mike Boland

This Month's Feature:

KITBASHING EX-PULLMAN PARLOR-COACHES 7501-7505 PT. 5

As I stated earlier, it was easier for me to just push out the floor of the parlor car, leaving it intact. You can probably use the interior for a future project like I plan to. This way I have a 28-1 parlor car interior which I will put to good use when I model my PRR 30-1 parlor cars.

By removing the car interior I had to replace it with a piece of styrene; I had some sheets of gray plastic from a purchase made long ago so I used one. I managed to cut several "floors" from one sheet. It's about .020 in thickness and you don't want it to be any thicker. I measured the old floor and found it to be 8 1/2 scale feet wide by 73 scale feet. Don't forget to sand your cut and then cut eight (8) notches into the floor so you can re-attach the side of the car. The windows have to be changed but more about this later.

I planned on putting some model seats in the car but not putting all the seats in the car as this would be an expensive, wasteful exercise. Remember the LIRR installed 3-2 seats in this car so that's about 130 seats for the entire car. Man, that's a lot! I'll talk more about this, too, later.

Studying photos of these five cars is important so let me continue.



I removed the roof to get the floor out so it was a pretty simple but slow task. Obviously there's little to do on the air-conditioning duct side. You don't need to work on the duct side, but the two vents at the left need to be removed. The Garland vent can be removed and saved. Put some debonder on the inside of the roof, let it work for a few minutes and carefully remove the vents with pliers. I wrap them with a piece of paper towel so I don't mar the soft plastic. You need to work slowly here; don't damage the vents with too much pressure.

Also remove the small vent just above the door. You can pry it off and its indentation hole can be filled with putty and sanded when dry. This side will need one square fan above the window nearest the door. You can do this when you remove the vents on the other side.

Now flip the roof to the other side. Be careful with the tabs at the bottom of the roof; don't break them as they connect the roof to the rest of the car. This side is easy, too. All the vents on this side of the roof must be removed. Once again, use debonder behind all the vents except the square, box-like one at the extreme left. Wait awhile and pull them off with pliers.

More next time as I continue. Until then, happy modeling! And I leave you with good news from ConCor! More LIRR MP54's are coming out...soon!

LIRR Pullman Standard Passenger Cars, Part 3 by Mike Boland

The Wyer cars were a quick attempt to introduce a modern commuter car to the LIRR but they were not a success. The uncomfortable Spartan-like cars were unpopular for many reasons. The seats had no armrests and there was no air-conditioning. Four huge ceiling fans cooled each car with windows that could not be opened. The cars also lacked toilets and baggage racks. In time, they were so disliked the railroad discovered that commuters would move to a different car rather than ride in a Wyer car. The LIRR had an option for more, but no more were ordered. New cars of a different design, though, were on the horizon.

When the railroad emerged from bankruptcy with its rehabilitation plan in June of 1954, it announced a \$15 million new-car order and invited bids. Pullman-Standard, builder of the Wyer cars, was the lowest bidder for the initial 125-car order. On September 8, 1954, the LIRR placed the largest construction order of new passenger cars for any U.S. railroad that year. The PRR lent the LIRR \$5.5 million to serve as a down payment, with the remaining money borrowed from banks under conditional sales agreements.

From the outside, the new car resembled the Wyer car, although it had a slightly different window arrangement. Pullman-Standard and the Long Island Rail Road's mechanical department, headed by Phil Hatch, who had come over from the New Haven Railroad, came up with a very successful design. It was not state-of-the-art and it was not radical. It was not fancy nor was it pretty; it was just very good...maybe excellent. "Functional" might be a better term. Hatch borrowed (and improved) a design used by his old railroad, the New Haven, a few years earlier and with excellent results. There was a diesel coach and three versions of an MU coach: a control motor car, a motorized trailer or "blind motor" car and a trailer with no motors.

Like the Wyer cars before them, the new cars were built at the Pullman-Standard's Osgood-Bradley plant in Worcester, Mass. Lot 6961-Plan W52607 consisted of 25 steam-type coaches; Lot 6962-Plan 52607 was for 22 MU control motor cars; Lot 6963-Plan 52607 was for 42 MU motorized trailers and Lot 6964-Plan 52607 was for 36 MU trailers. To keep the weight of the car down, a smooth, welded car side of high-tensile, low-alloy steel requiring paint was used instead of stainless steel fluting. They were 82-feet 8-inches in overall length, having seats for 120 passengers in cars with a lavatory, or 123 passengers in cars without. The seating design was a 3-2 arrangement, with specially-designed green, foam-cushioned reversible seats. The trucks were Commonwealth-type with full coil spring suspension, sway eliminators and shock-absorbing construction to give a smooth ride. The cars had rubber-cushioned couplers. Their construction took 11 months. They would be called "Worcester cars" by some railroaders.



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

LIRR Pullman Standard Passenger Cars, Part 3 by Mike Boland

Unlike the Wyer cars, the new ones were air-conditioned and each car contained a reliable, eight-ton unit. The new fleet had sealed, green-tinted windows and only one roof vent per side (the Wyer cars had eight.) There was also thermostat-controlled baseboard heating. Heated air was circulated through air-conditioning ducts with auxiliary heaters along the car walls in case of severe low temperatures. Full-length, tubular fluorescent lights, running along the center of the ceiling, provided interior lighting. Other amenities included parcel racks and coat hooks at each seat, rubber-tile floors, easy-to-operate ball-bearing doors and electric water coolers in the steam cars. Many comfort features were added to a car that cost less than \$1,000 per seat.

Construction progressed so rapidly that on March 3, 1955 Pullman-Standard officials invited LIRR brass to see the first new car "laid down," that is, assembling the previously fabricated ends, sides, roof and under frame to form the body shell. Upon visiting the Worcester facility, the LIRR men were surprised to see not one but **13** new cars in various stages of assembly. They were so amazed at how quickly the cars were being built (Pullman-Standard was about three months ahead of schedule) that the LIRR printed leaflets that were left on the seats of all trains alluding to the upcoming delivery of the new cars: *"It won't be long now"* read the flyer...*"until those 125 cars are here."*

Soon westbound New Haven freight trains going to Bay Ridge were setting out new P72 passenger cars at the "upper exchange" in Fresh Pond Yard. These diesel cars went to Oyster Bay for delivery; MU cars would be delivered to West Hempstead. Both terminals were in Nassau County so the LIRR would not have to pay New York City sales tax. The P72 cars were numbered 2901 through 2925. Each had a General Motors Model 30960 V6 under car diesel-powered generator, with a 150-gallon fuel tank and electric marker lights. The steam-heated P72 cars were the first air-conditioned LIRR coaches used in diesel territory.

On May 23, 1955 the LIRR proudly previewed its first air-conditioned train to Greenport, a solid consist of new P72 cars that went into regular service the following day. Small flyers proclaiming *"This is it!"* were left on each seat, informing LIRR commuters of new, improved riding. The LIRR set up a special train of five new cars and over four weeks had the train operate on the schedule of every non-MU train; 92 schedules were covered. On June 8, 1955, two new cars were placed in service, along with two rebuilt, modernized P54D steam coaches known as "pings." The consist was moved to a different branch line each day so passengers could get a look at both the new cars and the rehabilitated ones. By the end of June that year, 15 P72 cars were in service, with the new cars arriving at a rate of five per week.

The author graciously thanks Chuck Blardone, Editor of THE KEYSTONE and the PRRT&HS for permission to reprint this article.



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

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