



# SEMAPHORE



## June 2018

The next meeting of LIST will be on **Friday, June 15th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

Mike Boland will introduce his book which is titled "Long Island Rail Road, Trackside with Matt Herson". Mike will sign the book which will be available for purchase at the meeting. He will also perform a presentation on LIRR operations.

**THIS WILL BE THE LAST MEETING UNTIL SEPTEMBER!**

### IN THIS ISSUE:

Page 2	LIST Order Form
Page 3	LIST Happenings
Page 4	LIRR News
Page 5	Long Island Rail Road Modeler
Page 6 & 7	LIRR Pullman Standard Cars
Page 8 & 9	LIRR Service Award Program

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

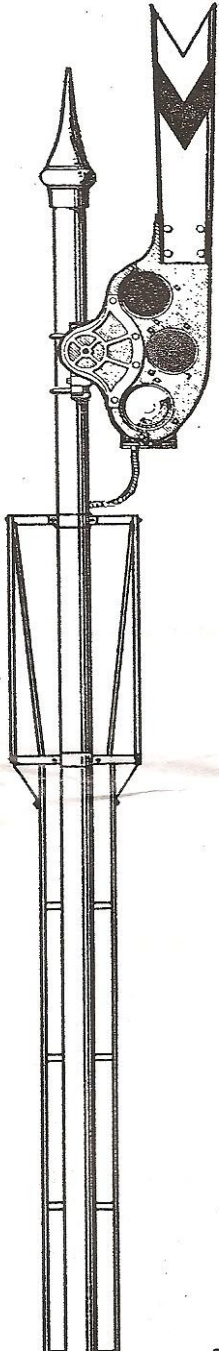
**LIST-NRHS.org**

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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!



# _____ 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 <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	@\$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

As we do every year, this will be the last edition of the Semaphore until September. We do not publish the Semaphore in July and August but if something important or very unusual occurs, we will send out an abbreviated edition.

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

At the June meeting, we will have a brief business meeting. Elections for the various positions on the LIST board will take place at the June Chapter meeting. The LIST Board members are as follows. Robert Cecere, Ken Katta, Al Johnson, Steven Rappaport and Frank Spada. Alan Mark is our Treasurer, Bob Myers is our Vice –President and I am the President. Please cast your ballot at the meeting. One board member position is open so if you wish to join the board, please let me know.

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 4<sup>th</sup>, 2018. Southaven Park is just off Sunrise Highway and the Live Steamers have an extensive amount of track work and have been there for many years.

At this month's meeting, Mike Boland will introduce and sign his new MorningSun book. The title of the book is "Long Island Rail Road Trackage with Matt Herson by Mike Boland."

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.

Several Chapter members and I attended the dedication ceremonies of 5 Historic markers at 4 LIRR stations and 1 additional location on the Babylon branch of the LIRR. The ceremonies were held at the Amityville, Copiague, Lindenhurst and Babylon Stations. In addition, a marker was placed in close proximity to the long gone Belmont Junction station in West Babylon. We will be placing photos of the markers and ceremonies on our website shortly. The markers were placed by the Town of Babylon Historic Services.

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.

Have a good summer, enjoy the warm weather and enjoy your train rides!



**LIRR NEWS by Steve Quigley**

A new pathway for trains traveling from Atlantic Terminal has been completed. It is expected that this new route will save time for the commuters who use Atlantic terminal for their rides to Brooklyn. It is called the West Portal which is the latest project in the renovation of Vanderbilt Yard which is adjacent to the Barclay's Center. In the past, trains would have to travel approximately  $\frac{3}{4}$  mile from Atlantic Terminal then back west in the only way into Vanderbilt Yard. Now, trains have a direct path from the station to the yard via the newly created 85 foot wide passageway. This new passageway was paid for by the private corporations as a condition of an agreement to allow Barclay's Center to be built partially on top of Vanderbilt Yard. Eventually, the yard will be completely covered over with a residential development.

This month, The LIRR initiated the Atlantic Ticket which is a half off transit pass to Atlantic Terminal for riders at 9 stations in Queens and Brooklyn. A one way ticket to Atlantic Terminal to any of the 9 stations will cost \$5 as opposed to the current peak one way fare of \$10.25. A weekly pass of \$60 is also being offered. This Atlantic ticket is available for purchase only at ticket windows or TVM's [ticket vending machines].

This past month, LIRR President Philip Eng rolled out a plan aimed at improving service and entirely transform railroad operations. This plan is "LIRR Forward" and it calls for various improvements and more than anything else, it is about putting riders first in every aspect of work. Some of the improvements and changes are as follows:

Replace the 10 most problematic switches, upgrade 370 track circuits, and replace 80 aging utility poles. Install safety devices at 296 grade crossings [already completed at many main crossings], clear vegetation along 180 miles of track and install snow covers on switches. In addition, the installation of countdown clocks will be complete this month, position cleaning crews at 6 key stations to clean trains during their runs, increase station cleaning efforts and initiate a program that will allow monthly ticket holders to travel anywhere in the LIRR system at no additional cost during Saturdays in the Summer and bring up to 4 guests paying \$1 each.

At the present time, the LIRR is in the midst various major construction programs and initiatives. East Side Access is progressing with the cooperation of Amtrak, the line from Ronkonkoma to Farmingdale is being double tracked and construction of the third track between Hicksville and Floral Park will begin soon. In addition, several new M-9 passenger cars have arrived on Long Island and are currently being tested.

This is truly an incredible amount of changes to the infrastructure and operations of the LIRR!



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

## THE LIRR MODELER by Mike Boland

### This Month's Feature:

### KITBASHING EX-PULLMAN PARLOR-COACHES 7501-7505 PT. 6

Let's continue with our model of coaches 7501 through 7505. When these five cars went into service on the LIRR after they were modernized, they did not have diaphragms. Removed them by popping them off the two ends of the car after you removed the ends from the body. You can fill the hollowed-out space where the diaphragms were with Squadron putty or you can fill the void with some Evergreen Styrene and then cover it with just putty filler. I did both and both worked well. Then sand it down but be careful to not mar the plastic or remove any rivets.

The underbody also needs some work. Some details and gear have to be removed. Turn the car over to see the underbody with the A/C duct facing you as you turn it over. Now here are the items you have to remove. There are two rows of gear, one above the fishbelly underside and the other below it. On this upper row, keep everything from left to right except the two air tanks at the extreme left; they have to be removed. On the lower row keep the air-conditioning unit and remove everything to the right. Save them! A debonder and screwdriver or hobby knife can be used to pry these free. Don't worry about the tiny nipples that hold the equipment to the floor. Some may break but this is not a problem. More about how the "new" underbody details are located later.

As for the sides of the car, only one side of the car has to be removed. The side that needs work is where the drawing room was removed and new windows were installed with more seats. This side has seven pairs of windows and then two single windows on the right by the vestibule. These need to be changed and this can be done with New England Rail Service Pullman double-window inserts. You'll need two of these double window inserts.

I removed a cut 13 ¼ scale feet in width to add these windows. Turn the car upside down and make two marks, measuring from the car side by the vestibule, at 4 ¾ scale feet and at 17 ¾ scale feet. Make your cuts here, keeping them straight. Cut below the upper window belt at the top and above the belt line at the bottom. This square "hole" will be where you place the two (2) NERS double Pullman window inserts. Be extremely careful with your cutting here. Sand and file these cuts, along with the NERS window inserts to make them fit.



Put aside the two Pullman double window inserts and prepare to cut them. Window #1 (at the leftmost position) needs to be cut on the left side right at the window frame. Measure 1 ¼ scale feet to the right and cut the rest off. Make sure your cut is straight and clean. Window #2 (to the right) needs to be cut at the window frame on the left while at the right, measure ¾ scale feet and cut the excess off. These two inserts need to be fitted into the gap you recently cut. File and sand very sparingly with fine sandpaper or file keeping all cuts even and straight. Be slow and deliberate here. Do this until the parts fit and then glue them in place.

I'll finish in the fall with the reworked underbody and paint schemes.

Happy modeling, have a great summer and I'll see you in the fall!





## LIRR Pullman Standard Passenger Cars, Part 4 by Mike Boland

Under the railroad's rehabilitation program developed by the Long Island Transit Authority, the 125-car order for electric service was 41 more cars than the railroad originally planned to purchase, due to additional available funding. The railroad planned on using its new Pullman-Standard MU cars with its fleet of double-deckers, so fewer control motor cars were built. This allowed more motorized trailer cars and trailers to be built, thus increasing the fleet. Twenty-two MP72Cc control motor cars, equipped with Automatic Speed Control (ASC), were built and numbered 2501-2522, at a cost of \$138,000 per car. Forty-two MP72T motorized trailers were also built. They were numbered 2601-2642, and cost \$120,600 each. Each motor car had four 110-hp. motors, one on each axle. Also in the purchase were 36 T72 trailers equipped with third rail shoes and no motors; they were numbered 2801-2836 and cost \$90,000 each.

The new cars had the capacity for high acceleration, but their performance was limited, due to a long-standing LIRR practice that new MU cars be compatible with existing cars. Due to the operation of trailer cars and the eventual mixing of new cars with old, the new MU cars were built without dynamic braking. The first new MU cars were delivered in July 1955, about two months after the steam cars. By July 13<sup>th</sup>, ten control motor cars were on the property. The MU cars arrived in time to help celebrate the LIRR's 50<sup>th</sup> anniversary of its electrification. The new cars made a run from Jamaica to Garden City, with guests and dignitaries, for a grand luncheon to celebrate the occasion. By September 18<sup>th</sup>, the remaining 12 control motor cars had arrived, as well as 20 motorized trailers. By now, all 25 P72 were in service, and the entire 125-car order was on the property by the end of 1955.

In May 1955 a second order was placed with Pullman-Standard. This \$9 million order was for 55 more P72 cars (Lot 6973-Plan W52607 #2926-2980) and 40 more MU cars. Of the 40, 32 were MP72T motorized trailers (Lot 6974-Plan W52607 #2643-2674) and eight were T72 trailers (Lot 6975-Plan W52607 #2837-2844). Construction and delivery of these cars took 11 months, and did not come until 1956. The last 16 cars were delivered late due to a strike at Westinghouse. By July 2, 1956 the entire fleet of 140 electric cars and 80 non-electric cars were in service. The 220 cars were 36 more than the LIRR originally planned to buy in its \$24.4 million purchase and the new Worcester cars made up 37% of the LIRR's passenger car fleet.



A typical Pullman Standard P-72 Coach in the

LIRR President Thomas Goodfellow, who had a hand in their design, was so proud of his new fleet that he called them: "The most modern commuter cars." The new cars very quietly introduced a new paint scheme, too. The Tichy scheme was quietly discontinued in favor of a dark, smokey or charcoal gray car body with dark green roof. The white condensed gothic lettering introduced with the Tichy scheme was retained, and each car wore a red circle with yellow border and number to signify it as a newly-purchased car. This herald was at the right side of the car between the window and side door. In its zeal to keep the cars attractive-looking, the LIRR washed them so frequently that their color slowly faded to a slate gray over the years; the paint was almost worn off by the brushes of the carwash.

**LIRR Pullman Standard Passenger Cars, Part 4 by Mike Boland**

The 82'-8" length of the new Worcester cars prevented them from operation from Jamaica to Flatbush Avenue Terminal in Brooklyn on the Atlantic Branch, and the MU cars were used only on runs to and from Manhattan's Penn Station. A railroad official stated that: "Every effort will be made to keep them in intact trains," but the order for control motor cars was only for 22 cars and many times a single MP54 coach or MPB54 combine had to be used at the head-end or rear of a train of Pullman-Standard cars. Solid consists of double-deckers were broken up so trains of both Worcester and Wyer cars operated with them as head-end cars, too.

The new cars (or "long" cars, as many railroaders called them) were well-received and quite popular. Commuters called them "beautiful, comfortable, clean and well-constructed," and proclaimed the ride "smooth and silent." Beginning in 1957, all cars received the railroad's Dashing Dan herald, which was placed at the left-hand side of the car between the side door and first window. Several years later, the ends of all control motor cars were painted orange to increase visibility at the railroad's many grade crossings. In 1963 the Worcester Pullman-Standard cars and some double-deckers were repainted in a new paint scheme known as the "World's Fair" scheme. The new colors consisted of an orange stripe through the windows with a speed-style, slanted orange lettering and numerals named Grotesque and a dark, charcoal gray body.

In 1963, the LIRR ordered 30 high-performance MU cars from Pullman-Standard in time for the 1964-65 New York World's Fair. The cars were built at its south Chicago plant and were creatively financed by a commuter car program established by New York State, which was forbidden by law to directly help railroads in any financial way. The Port Authority of New administered the program, issued the bonds and owned the cars, leasing them to the railroad. This allowed the railroad to purchase new equipment at low interest rates, backed by bonds with the credit of New York State. These cars were very similar to an earlier lot of cars built for the New York Central.

Twelve class MP75Cc control motor cars were built as Lot 7014-Plan 53440 and numbered 2525-2536. Many of the control motors used speed control equipment cannibalized from the double-deckers. Eighteen class MP75T motorized trailers were built as Lot 7014A-Plan 53440; they were numbered 2675-2692. Each control motor car cost \$189,000; each motorized trailer cost \$169,000. All cars had a gaudy, billboard-style unique lettering.

TO BE CONCLUDED IN THE SEPTEMBER ISSUE OF THE SEMAPHORE.

GRATEFUL APPRECIATION IS EXTENDED TO CHUCK BLARDONE AND THE PRRT&HS FOR THE REPRODUCTION OF THIS ARTICLE.



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

## LIRR Service Award Program by Robert L. Myers

Over the years, the Long Island Rail Road has had many different programs in place (some formal and some not) to honor employees for their years of service and for retirement. Sadly, many early records were lost to history and some awards might have come directly from fellow employees or simply the department the person worked for (Transportation, Service Planning, Maintenance of Equipment, Maintenance of Way, Communications & Signal, Freight, Buildings & Bridges, Track, etc.).



According to a pamphlet dated 1978, when Francis S. Gabreski was President of the Long Island Rail Road, a formal Service Award Program was established that was designed to recognize individual employee achievements, such as reaching certain years of service (anniversary) dates as well as for retirement purposes.

The service awards were unique in design for that time and utilized the Corporate Seal most associated with the historic foundation of the LIRR dating back to 1834. The circular seal had a picture of the Ariel, the first LIRR Steam Engine (with tender) pulling an early coach or passenger car, and the date 1834 shown under the train and above the "M".

The words "The Long Island Rail Road Company" surrounded the circle with an "M" at the bottom representing the MTA ownership and a wreath around approximately three quarters of the circle. It was of a pin-back type that one could place into a lapel on a uniform jacket or used as a tie-bar type with a chain that could be inserted into a buttonhole in a blouse or shirt.

The awards were designed differently to distinguish the number of years served (silver vs. gold) and while they were also circular in design, the Ariel, tender and coach or passenger car were larger and slightly more defined but with a wreath surrounding the entire pin and an "M" was at the top. At the bottom, the words "Long Island Rail Road" were on a scroll and the pins, no matter the designation of years between 25-40, were gold or gold tone. It appears that the pin-backs or tie-bars used for representing 25-40 years of service were for both years of service and/or retirement purposes.



The service awards, as well as the retirement awards, were given to active employees upon attaining continuous employment with the LIRR and were presented in the month that the anniversary (or milestone) was reached.

From reading many old LIRR Bulletins from the 1920's, 30's & 40's, the publication The Long Island Railroader from the 1950's, and in later years the employee newsletter called "Along the Track" (also Metro Lines, etc.) there were diverse types of awards given out over the years.



## LIRR Service Award Program by Robert L. Myers

In earlier LIRR history, it was not unusual for many employees to reach 50+ & 60+ years of service, with many retiring in their 70's. The formal program instituted above only showed awards up to 40 years of service, and the designations they created are as follows:

### ANNIVERSARY

### AWARD DESCRIPTION

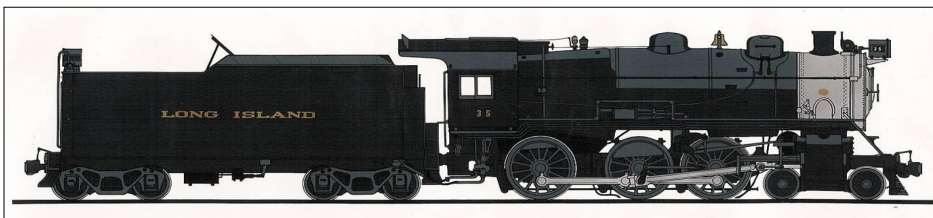
05 Years	Sterling Silver
10 Years	Sterling Silver, Ruby
15 Years	Sterling Silver, Sapphire
20 Years	Sterling Silver, Emerald
25 Years	10K Gold Filled, Ruby
30 Years	10K Gold Filled, Sapphire
35 Years	10K Gold Filled, Emerald
40 Years	10K Gold Filled, Diamond



This article explores the awards shown above for the appropriate time period and is not meant to cover every award ever issued by the LIRR. In my 20-year employment with the LIRR, I had received and given out many awards for years of service and special events that are not mentioned here (e. g. LIRR past President Helena Williams briefly instituted a modified version of the above awards program during her tenure at the LIRR).

In my personal collection of LIRR Memorabilia, I have awards for Safety (usually M of E or M of W Departments) that are tie-bars with a Steam Engine (of later vintage) and the year the award was issued to the employee, as well as various other types of awards (one for customers on the early fishing trains to Montauk) and employee medals for Holy Name Society, St. George's Assn., etc. just to name a few.

Perhaps we will revisit awards in general on the LIRR in another article and cover some of the events that led to the creation of special patches, medallions on marble bases, glass awards, clocks, etc.



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National Railway Historical Society  
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**Summer is here!**

**Please support your local  
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