



SEMAPHORE



September 2018

The LIST September meeting will be held on **Friday, September 21st** 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:

The entertainment for the September 21 Long Island Sunrise Trail Chapter NRHS Membership Meeting, presented by Ed Koehler:
OPERATING TROLLEY MUSEUMS IN PENNSYLVANIA
 See the rear cover for details on this interesting presentation!

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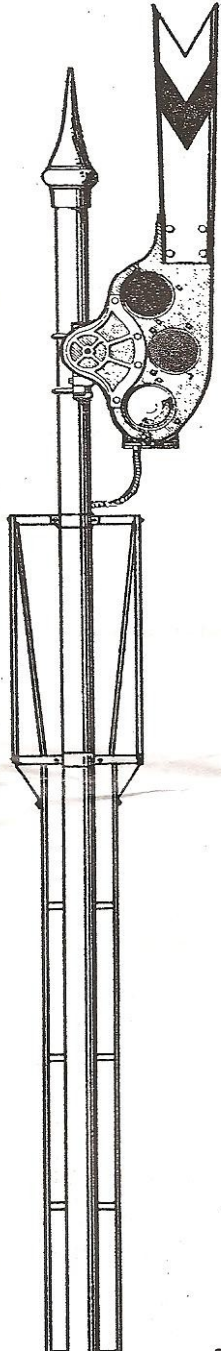
**For regular updates and other important information,
 visit the Chapter website at: LIST-NRHS.org**

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



List Happenings by Steve Quigley

I hope you all had a great summer and were able to view the railroads where you live.

The LIST September meeting will NOT be held at the church where we typically meet. The meeting will be held at the Historic Van Bourgondien house at 600 Albin Avenue in West Babylon. The LIRR West Babylon Team Yard on the Central Branch is located approximately 1/3 mile NW of the house also on Albin Avenue. 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 fields from the house. There is also some parking on site at the rear of the house down a long driveway.

If you need a ride from or to the LIRR train station, please call or email me and we will make arrangements.

Our Chapters 2019 LIRR calendar should be available for sale by the time of the September Chapter meeting. The price for members will be 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.

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.

At the June meeting, we had a brief business meeting. Elections for the various positions on the LIST board took 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.

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.

We received copies of the summer 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.

The annual RMLI Railfest took place on August 25th and 26th. Many thanks to Bob Myers and Mike McEnery who manned the table on Sunday and I manned the table on Saturday. Railfest was well attended especially on Saturday.

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.



LIRR NEWS by Steve Quigley

The LIRR's second track between Farmingdale and Ronkonkoma will be completed in the next few weeks, three years after the LIRR track workers installed the first segment of track in Ronkonkoma. The second track will be completed with 18 miles of new track installed. In some areas, the existing track was moved as much as 7 feet. Wyandanch has received a brand new station, platforms and a pedestrian overpass. The new station is part of the extensive changes and construction as well as new housing and commercial space called "Wyandanch Rising." The Town of Babylon, Suffolk County and the LIRR has invested millions of dollars in Wyandanch, all part of the extensive changes to the area immediately adjacent to the LIRR station. The station is 2 stories with a cathedral ceiling inside and we will try and include of picture of it in the Semaphore.

Along with all of the changes to the main line, Pinelawn station will not have a building; however, it now does have 2 platforms with a small parking area adjacent to the station.

Among other improvements, the LIRR plans to increase the frequency of reverse peak service on the Main Line. It is expected that the full benefit of the 2nd track will not be completely felt until the 3rd track between Hicksville and Floral Park is installed as well as East Side Access to Grand Central Terminal being completed. The estimated cost of the 2nd track with all of the changes to the main line including new signals, switches, stations etc is expected to be approximately \$500 million.

However, the reopening of the Republic Station adjacent to Route 110 has stalled, due to among other things Town of Babylon zoning changes. At the present time, a company that makes mulch for landscaping purposes occupies the site of the original station. There is also one abandoned building that originally was part of Republic Aviation still on the site adjacent to the old station. [I remember years ago parts for airplanes being brought into the hangers at Republic Aviation by rail from a siding off the Main Line. During WWII, over 9,000 Republic P-47's fighters were built with many airplane parts being brought in by rail as well as the workers who built them.]

Amtrak has completed work on the replacement of tracks 15 and 18 in Penn Station. When Amtrak initiated the work the past January, a revised schedule was needed in order accommodate the construction. Track 19 has been completely renewed with all of its rail ties and trail being changed along with a key switch being replaced.

The LIRR transported 78,000+ passengers to this year's US Open which was held back in June of this year. A special station platform as well as a pedestrian overpass over Sunrise Highway was built to accommodate the LIRR riders. Ridership was up 5% over the prior US Open at Shinnecock back in 2004.

On Wednesday July 18th, the LIRR launched a new program called "Meet Your Manager." This program aims to get customers better acquainted with the managers responsible for conditions at their train stations. The program began with Branch Line Manger Jennifer Uihlein at the Syosset train station. Ms. Uihlein oversees the stations from New Hyde Park to Hicksville as well as all of the stations on the Oyster Bay Branch. The program is part of the "LIRR Forward" program which was recently initiated by LIRR President Phillip Eng. The goal is to host the Meet Your Manger at all of the LIRR stations.

LIRR Pullman Standard Passenger Cars, Part 5 by Mike Boland

The Long Island MP75 cars resembled 53 cars built in 1962 for the New York Central under the same state-assistance program. Built after the NYC cars, the LIRR cars were a better design, utilizing better riding trucks and more comfortable seats. The “Zip” cars (they were also called “World’s Fair” cars) had high acceleration rates. Each had four 1,000-horsepower Westinghouse 1453 motors. The Zip cars were 85 feet long and had many items found on the earlier P-S cars. They also had better lighting and more powerful air-conditioning than the Worcester cars of 1955. They were seven inches lower than the 1955-56 cars. Each had an extra window per side, making them three feet longer than the 1955-56 cars, hence their MP75 classification. The longer length allowed a capacity for 130 or 133 passengers in a 3-2 seating arrangement. The Zip cars had a paint-less interior of metal, Formica, aluminum and stainless steel, making an attractive interior of white walls and a turquoise blue stripe through the windows.

By mid-August 1963, 15 Zip cars were on their way from Pullman-Standard, coming east from Pullman’s South Chicago plant (Worcester had since closed) in a special train. After a week of shopwork and testing, there was an inspection and ceremony at Pennsylvania Station, with New York State Governor Nelson A. Rockefeller and LIRR President Thomas Goodfellow present, before the cars went into regular service. On August 29th, the Zip cars made their debut on the 5:18pm Penn Station to Babylon train. The sleek, new ten-car solid consist made seven round-trips daily. The first 15 cars were assigned to Penn Station-Babylon service and the remaining 15 cars arrived at the end of the month. The 30 Zip cars were in service by October 1963 and they added 3,900 new seats for commuters. They were used for World’s Fair service but their primary function was to carry commuters.



A typical Pullman Standard P-72 Coach in the

The Zip cars were compatible with all other LIRR MU cars but were mostly operated in solid consists of three 10-car trains when they first arrived on the property. The 12 control motor cars had a single square window at each car end instead of the signature porthole window that all LIRR headend MU cars had since 1908. The cars’ dynamic brakes—a first for the railroad—were a constant source of trouble. Problems with their braking led to the Zip cars being mixed with other types of MU equipment in later years.

The Zip cars wore a bold and attractive paint scheme that advertised both the World’s Fair and riding there by railroad. A slogan, “Ride the LONG ISLAND Travel Easy” in orange lettering was placed above the orange-striped windows and another slogan “Your Steel Thruway to the Fair Gateway” was painted below the window. Dashing Dan and the Fair’s symbol, the Unisphere, were on each car by the vestibules. Twenty older Worcester MU cars (two 10-car trains) were repainted to match the Zip cars’ bold lettering scheme. Along with the Zip cars, these cars were used to offer fast, frequent service to the World’s Fair in Flushing, Queens on the Port Washington Branch. At least two P72 diesel-pulled coaches were also painted in this scheme.

LIRR Pullman Standard Passenger Cars, Part 5 by Mike Boland

The orange stripe had won the approval of LIRR employees and a special staff committee of LIRR management when a new paint was chosen. Two other colors, red (painted on a MP72Cc) and blue (painted on a T72) had been used experimentally for stripes and lettering. A P72 was given a blue stripe but retained its white lettering. Following the end of the Fair, the lower portion of these “Steel Thruway slogan” cars was painted over and most of them wore this modified scheme with a larger Dashing Dan herald in each corner. At least one Zip car, a control motor, was entirely repainted in the simplified World’s Fair paint scheme.

The World’s Fair paint scheme was a short-lived one. Both Dashing Dan and the World’s Fair paint scheme were discontinued after New York State purchased the railroad from the Pennsylvania Railroad in 1966. The Metropolitan Transportation Authority now oversaw management of the LIRR and adopted a new paint scheme of platinum mist and Nordic blue stripe and lettering. The Pullman-Standard cars received the new colors and blue stripe was allowed to wrap around the car ends, passing through the door and end sills, making it an attractive scheme.

The 1970’s brought many changes to the Pullman-Standard MU fleet. Beginning in June 1970, platform alterations at the Flatbush Avenue Terminal finally allowed the long cars and M1 cars to operate on the Atlantic Branch between Jamaica and Flatbush Avenue in Brooklyn. Lack of air-conditioning sent the 3500-series Wyer cars to the scrap line in 1972-73. During this time a number of Zip cars (five control motors and eight motor trailers) had their motors removed and were converted to control trailers and trailers for MU service.

The arrival of the Metropolitans (M1) cars and the new MU fleet built by Budd beginning in 1968 made the Pullman-Standard fleet of 170 Worcester cars and 30 Zip cars surplus. These cars continued to operate in MU service for several more years after the road’s double-deckers and MP54 fleet of cars were scrapped. But the long cars were not compatible with the M1 fleet. They were slower so they were converted for operation in diesel territory. The cars operated in a new, push-pull operation with a locomotive at one end of the train and a converted Alco FA or EMD F unit acting as a power unit and control cab at the other end. The power unit had no tractive effort; it supplied 650 volts of electricity to provide lighting, heating and air-conditioning to the ex-MU cars. This allowed the railroad to scrap its old fleet of diesel-hauled P54D passenger cars as well as many other vintage cars that were operated for many, many years.



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

Next time, the conclusion of the Pullman-Standard Cars, Part 6!

THE LIRR MODELER by Mike Boland

This Month's Feature: ATTENDING THE 2018 NE RPM MEET

Well, I'm back for another season of this feature and I've got lots of great stuff to write about in the coming months. So let me get right to it. It's September and here I am; I hope everyone had a great and delightful summer. I sure did.

I finished my "train season" by attending the 16th Annual New England/Northeast Railroad Prototype Modelers Meet on Friday and Saturday, June 1 and 2 of this year. The meet was held in association with the Amherst Railway Society, the good, nice people that sponsor the West Springfield, Mass. Train Show at the "Big E" every year the weekend before the Super Bowl.

The meet was held at the Holiday Inn in Enfield, Connecticut and was a smashing success!

Once again, it was more than two days of clinics, model displays, layout tours, prototype presentations, manufacturers, select vendors, a white elephant table and great camaraderie that teaches modelers like me new techniques and to get modelers excited about their hobby so they can do some great model railroading. Co-ordinated by Dave Owens, who went out of his way to print a pretty sizeable handout of mine for my presentation on marine railroading in New York Harbor, he and his crew did another outstanding job and were first-rate!

I presented a show entitled "Rail-marine Operations in New York Harbor with an Emphasis on the LIRR Operations at Bay Ridge and Long Island City." It was one of a number of great presentations and clinics offered. There was a second clinic on New York Harbor railroads done by Jay Held, who had a number of great slides. Who would ever think that at an RPM meet there would be TWO rail-marine clinics?

Other clinics were "The EMD GP35" by Brian Banna; "Railbox Boxcars" by Leo Landry; "Designing the New Haven EP5 Locomotive" by John Sheridan; "BNSF's Chillicothe Subdivision" by our old friend Ray Rhodes; "50 Years of Amfleet Cars" by Tom Murray; "NYO&W Prototype Modeling" by Mal Louck; "USRE 40-Foot Rebuilt Boxcars" by Jared Slusser; "Building A Resin Freight Car Model for Beginners" by Craig Zeni; "Common Boxcars in Eastern Canada" by Will Lawrence; "Modeling New Haven Parlor Cars" by Jim Fellows; "Rural New England Architecture: Prototypes and Models" by Bill Badger; "Conrail Lehigh Line Update" by Mike Rose and "From here to There (on realistic operation)" by the great and always interesting Tony Koester. Had enough? Really, there was so much more, too!

I bought a few kits and other items, stocking up on Shawn Cavaretta's Scalecoat Paints. I attended a "hands-on" weathering clinic where I weathered a few boxcars I had brought, except the Kadee C&NW 40-footer that melted in the back seat of my car. Lesson learned; don't leave Kadee cars in the sun or you'll be sorry.

It was an outstanding meet with a great job done by Dave and his staff. I can't wait until June of next year. Now, what will I present? Great question.

More next month. Until then, happy modeling!



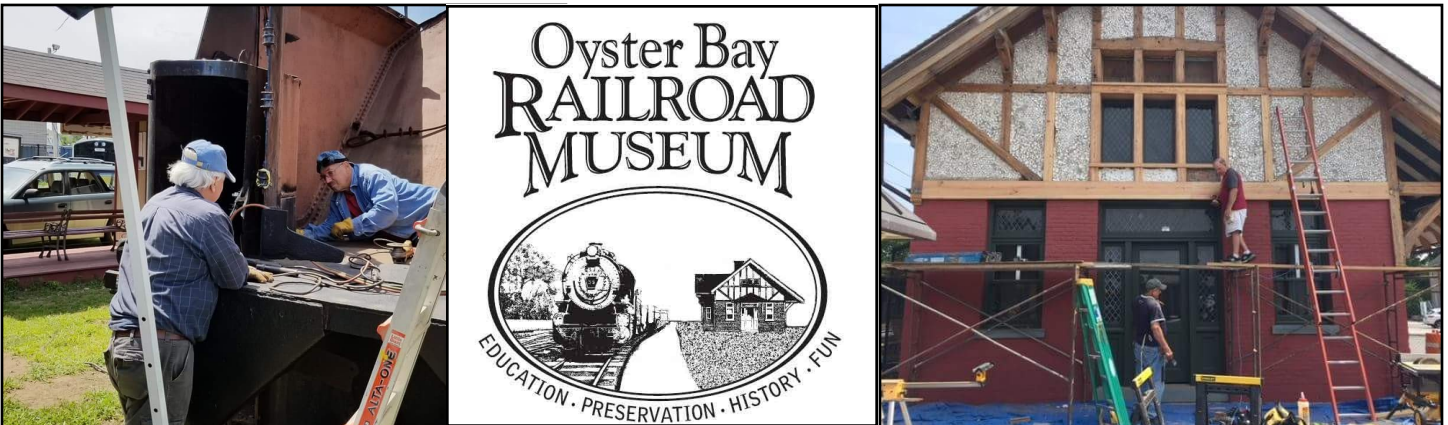
Oyster Bay Railroad Museum Update by John Specce, President

The Museum had a very good summer visitor season, including those who availed themselves of the LIRR One Day Get-A-Way to Oyster Bay Village program. This is the sixth year the Museum has partnered with the railroad in this initiative which includes round trip rail fare, free admission to the Museum, other historical sites and discount coupons to local establishments. Featured at the Visitor Center was an exhibition of poster-size magazine advertisements used during the golden age of railroading in the 1940-1950's. The acquisition of the M7 and DE/DM simulators at the Display Yard are also a big draw.

Speaking of the Display Yard, several projects are moving along nicely. PSE&G made the connection from their pole to ours and now electricity is available to provide power to the Turntable and other needs. We anticipate that the connection to the TT will be done by mid-October. The restoration of the historic "Ping Pong" coach is well underway, with a sandblasting of the exterior and interior of all paint and rust done in August. Some welding needs to be addressed in certain areas before the next phase can be undertaken. Fabrication of steel for locomotive #35 tender is also underway. Lastly, to enhance the visitor experience and provide comfort, picnic tables with umbrellas and Adirondack chairs have been strategically placed throughout the yard.

Work at the historic landmark station continues with concentration on the western facade. All paint has been stripped from the woodwork, and the diamond glass windows that were previously boarded over have been installed, which allow much more sunlight into the interior. Last week, the intricate wood scrolls were installed in the Oyster shell stucco. With these steps the western facade now has the features and details as it appeared during the turn of the century when TR was president.

I would encourage anyone interested in learning more regarding these projects to visit us on Facebook as **OYSTER BAY RAILROAD MUSEUM** and **LIRR STEAM LOCOMOTIVE #35**.



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 New Wyandanch LIRR Station

Part of the Ronkonkoma Branch Double Track Project, the Wyandanch Station has been totally rebuilt and is a beautiful work of modern architecture. Ceramic tile floors with intricate designs, beautiful inlaid wood ceilings and spacious waiting areas are just some of the new amenities that make it worth a visit!





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*****



Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
Babylon, New York 11702-0507

The entertainment for the September 21 Long Island Sunrise Trail Chapter NRHS
Membership Meeting:

OPERATING TROLLEY MUSEUMS IN PENNSYLVANIA

There are currently three operating trolley museums in the Commonwealth of
Pennsylvania located in Scranton, Rockhill Furnace and Washington.

This presentation visits all three during festival days in order to feature the best appearing and operational trolley cars in the station. Besides these three operating museums there is also coverage of the long gone (closed June 1972) Magee Transportation Museum in Bloomsburg. Come ride a trolley, the past and possible future of street transportation.

