



SEMAPHORE



April 2019

The LIST meeting will be held on **Friday, April 19th, 8pm** 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:

Dave Morrison will provide a digital image show regarding the arrival of the Long Island Rail Road Mini Maids. It was 50 years ago the LIRR Public Affairs Department Director Hank Boerner instituted the Mini Maid program at the LIRR. Hank will join us for the evening along with two former Mini Maids. There will be lots of photographs to see and lots of recollections to hear.

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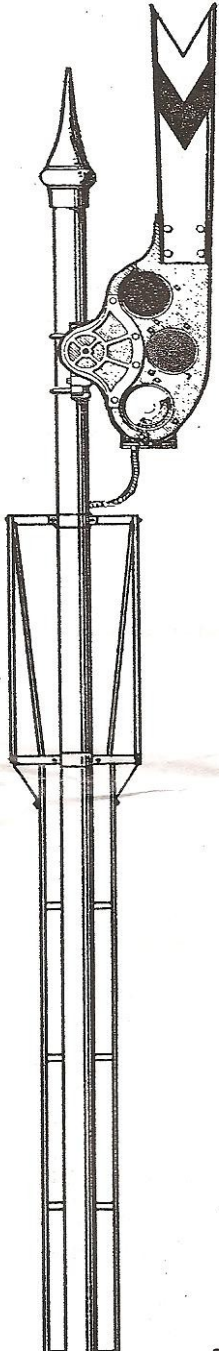
For regular updates and other important information, visit: www.LIST-NRHS.org

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





The following price list is for LIST members only!



# _____	The 185 th Anniversary of the LIRR	@\$12 each Total _____
# _____	LIRR Main Line East by D. Morrison	@\$18 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland	@48 each Total _____
# _____	LIRR Oyster Bay Branch	@18 each Total _____
# _____	2019 LIRR Calendar	@\$5 each Total _____
# _____	2018 LIRR Calendar	@\$2 each Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 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	@\$25 each Total _____
# _____	Steel Road Nostalgia, Vol.2 the Northeast	@\$25 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	@\$2 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.

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

Our Chapters new book, titled "The 185th Anniversary of the Long Island Rail Road" is being printed as of my writing this column. The book is 72 pages and consists of 8 articles concerning the people, places and things of the LIRR. The selection of articles is varied and the pictures are in color as well as black and white. The retail price is \$14.99 and as per our Chapter policy, members receive a discount. Our Chapters members' price is \$12.00 plus \$3.50 shipping. [New York members pay sales tax of \$1.34; the total is \$16.84 for people living in N Y State] All of the articles were written by LIST Chapter members. I believe you have never seen the topics of the articles in print before so I know you will enjoy the information presented.

You may order the book using the order form in this edition of the Semaphore.

The LIST April 2019 meeting will be held at the Historic Van Bourgonien house at 600 Albin Avenue in West Babylon. 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 field's parking lot from the house.

As I mentioned at the meeting, if you need a ride from or to the LIRR Babylon train station, please call or email me and we will make arrangements. The LIRR's Babylon station is approximately 1.5 miles from the site. This building has a kitchen as well as 2 bathrooms for our accommodation.

At our meeting this month, we will have as guests, 3 people whom are the topics of one of the articles in our book. They will be the topic of Dave Morrison's presentation and will be available to sign copies of our book as well as autograph photos.

I believe this will be an interesting and fun meeting so come on down if you can.

I made a special purchase of the two books that were written by Gene Collura. The books are Volumes 1 and 2 of "Steel Road Nostalgia." These are books of black and white photos of railroads around the Northeast and of course include shots of the LIRR. If you are familiar with Gene's photos, you are acquainted with his excellent photography. The price of these copies is now \$25 which is reduced from the original price of \$32. There are only a few copies remaining that were available at this reduced price.

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.

For the time being, I am sending a paper copy of the Semaphore as well as an electronic version if you have requested an electronic version. I will be doing it in this manner until the end of this season which is June. So for now, you will see the paper copy a few days after you receive the emailed version.

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 number is **631-487-4766**. Please email your articles.



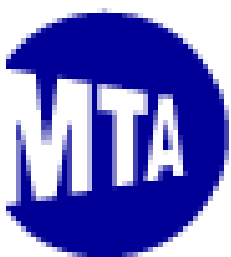
LIRR NEWS by Steve Quigley

A new New York State law which takes effect 180 days after it is signed by the State Legislature, calls for the LIRR to change the way it measures on time performance. The change states that a train will be late if it arrives just two minutes or more after its scheduled time. The current measurement states that if a train is more than 5 minutes 59 seconds after its scheduled arrival time, it is considered late. The new legislation also requires the LIRR to record commuters experiences which include the time riders spend on board a train during delays as well as the riders total travel time. The LIRR states that it follows industry wide standards in reporting it's on time performance.

This change will be implemented in all MTA agencies and is a result of lawmakers in Albany having a condition of their support for a Manhattan congestion pricing that could generate billions of dollars in revenue for the LIRR. The congestion pricing plan would establish tolls for all vehicles that travel south of 60th street in Manhattan. The tolls are expected to be in place sometime in the year 2020. [The toll on the Verrazano Narrows Bridge without EZ Pass is now \$19, the highest toll for a bridge in the US]

A new on line tool that has been recently implemented, allows LIRR riders to see where their train is in real time. This past February, this on line tool which is available at mylirr.org, uses 900 GPS units which have been installed in trains and pinpoints the location of trains on a virtual map. Users can also receive information on how many cars each train has and any issues that may impact train service. LIRR President Phillip Eng has stated that the railroad aims to make the new tool "the gold standard" for providing information to LIRR riders. Mr. Eng also stated that "The myLIRR tool is an important component of our efforts to improve customer communication as part of the LIRR Forward plan." To use the tool, customers select a station to see a list of upcoming trains and then select a train to show its location on the system map. It is in real time so as the train moves, the icon on the map also moves which shows the trains current location. [I have used this tool and have found it to be accurate and fun to use. It was accurate and showed me that I had time to by a bagel at a bagel shop next to the LIRR station! SQ]

The MTA Board has approved a \$600 million modernization project that will transform the LIRR Penn Station concourse into a world class transportation hub it has been stated. The project is expected to break ground this year and it will widen walkways, raise the ceiling and add escalators leading from to main concourse directly to 7th Avenue. There will be a new entrance and exit pavilion with a view of the Empire State Building. The present LIRR concourse will nearly double in width by pushing back current storefronts and the ceiling will be raised 10'. Glass walls looking down on to the tracks will be constructed which is similar to the arrangement of the original Penn Station which was demolished in the mid 1960's.



Long Island Rail Road

THE LIRR MODELER by Mike Boland

This Month's Feature:

**KITBASHING A PAIR OF N22 CABIN CARS (CABOOSES)
FROM ATHEARN'S WIDE-VISION BLUE-BOX CABOOSE KITS**



It was a summer visit to my “new” hobby shop, Centerline Hobbies in Hyannis on Cape Cod. It’s one of my “new” hobby shops, with AA Hobbies in Providence being the other. (Don’t worry, Willis Hobbies in Mineola and Trainland in Lynbrook, you guys have nothing to worry about.) John, the owner of AA Hobbies, has been a presence for sometime at the Amherst Train Show in West Springfield, MA. every January. His merchandise—and it is considerable—is on display in the Young Building against the rear wall.

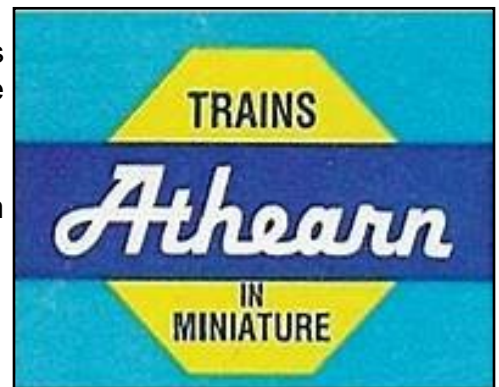
Anyway, on a recent visit to Centerline I picked up some used HO track for a future yard and some Microscale UPFE refrigerator car decals. It was then that I spotted two Athearn “Blue Box” kits on a table with some other rolling stock. The kits were assembled and they were both wide-vision cabooses, one was in Penn Central green and the other was a yellow Canadian Pacific. Each caboose was \$5 so I plunked down a ten-dollar bill and off I went. While I was looking at them, studying them, examining them that I realized that many years ago I had started—but never really finished—a kitbash to build a model of the LIRR’s Class N22 cabin cars #50 through #55. I bought a couple of kits and had disassembled them but that was as far as I got.

Fast forward some years later I worked with L. I. S. T. to ring in 90 painted brass LIRR cabin cars but they were the later class N22A cabin cars #56 through #61. The N22, N22A and my favorite, the N22B bay window caboose formed the Long Island’s fleet of steel “hacks” for LIRR freight service. In addition to these cars, there were N5’s #1 and #2 and a rebuilt kitbashed #80 on an old NYO&W frame. So until the LIRR went out and bought a number of ex-Illinois Central cabooses, these were the cars that brought up the “markers” at the rear of LIRR freight trains. Before the days of the steel fleet of cabin cars on the LIRR, the railroad had its fleet of N52 and N52A wooden cabin cars that served for 30 or 40 years. These cars basically were worn out by the late 1950’s, even though a number of these wooden cabooses were painted a bright orange and were lettered with large LONG ISLAND letters in smoky gray. Alas, these cabin cars were gone by the early 1960’s.

By this time the N22 appeared and these five cabin cars modernized the railroad’s fleet of cabooses. In later years there would be two more additions to the steel cabin car fleet.

More about these interesting cabooses and how to model them next time as my series continues.

Until then, happy modeling!



Railroad Museum Information

Long Island's Railroad Museums are set to open this Spring. Please be sure to get out and show your support. Whether RMLI, OBRM, The Wantagh Preservation Society or Lindenhurst Historical Society, all are in need of your time, your visitation and most of all, your financial support. Each eagerly welcomes volunteers on all levels, whether skilled or novice. Check out their websites and Facebook pages for more information on when they open for the season and how you can help!

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.



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+)

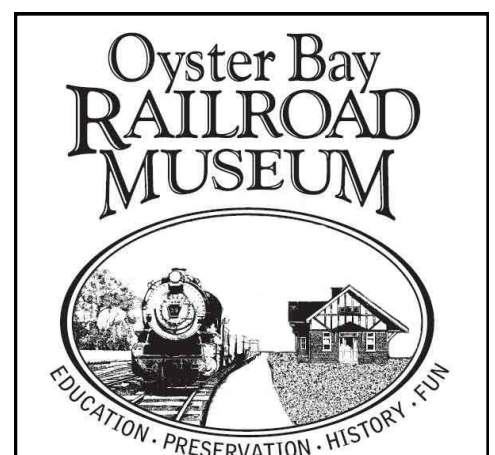
Children under 5 are FREE

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**



Steam Locomotives in the News by Steven Torborg

As Spring begins, there's a lot to talk about in the world of preservation and restoration. Things throughout the east are progressing, particularly in the realm of steam restoration. Work is progressing on the Reading T-1 4-8-4 locomotives #2100 and #2102, with 2102 possibly being ready for a fall debut on the Reading and Northern. While not much is happening with C&O #614, the #1309...a 2-6-6-2 Mallet is being restored to operate on the Western Maryland Scenic Railway, also with a possible fall debut. Steam Operations Corporation is rounding out their operational restoration of US Sugar 2-6-2 #148 which should be completed this summer, and will operate on the US Sugar property in Florida. Closer to home, Steamtown continues work on their steamers, Baldwin Locomotive Works 0-6-0 #26 which is operational, and Canadian Pacific 4-6-2 #2716 and Canadian National 2-8-2 #3254 which are in the shop. Meanwhile, also in Steamtown's Backshop, the Boston and Main 4-6-2 #3713 is progressing quite nicely on their restoration. Of course the Strasburg Railroad has their stable of four operational steam locomotives and some significant contract work ongoing in their shops. All these projects have websites and Facebook pages.

Of particular excitement is the recently announced visitation of Norfolk and Western streamlined 4-8-4 #611 to the Strasburg Railroad. While she certainly won't be zipping along at track speed on Amtrak's Harrisburg Philadelphia Route, she will be operating under steam during a series of excursion weekends September 27th through October 27th. This will be her first encounter with N&W 4-8-0 #475 since the retirement of steam on the N&W. There are numerous special events planned and special circumstances do apply regarding admission, parking and other crowd oriented areas. Tickets for train rides and other information are available on the Strasburg Railroad website at www.strasburgrailroad.com. This is an event not to be missed!

Speaking of special events, there's a pretty big event happening out west on the Union Pacific. As if having 4-8-4 #844 and 4-6-6-4 Challenger #3985 roaming the rails at track speed weren't enough, the Union Pacific Steam Team is wrapping up the operational restoration of 4-8-8-4 Big Boy #4014! She and the #844 are scheduled to operate from Cheyenne Wyoming to Ogden Utah to commemorate the Transcontinental Railroad's 150th Anniversary. Dubbed "The Great Race", the #844 will head west on April 27th, and the #4014 on May 4th. Both will be in Ogden for the big event on May 9th. In what is expected to be nothing less than spectacular event, both locomotives will doublehead from Ogden to Cheyenne from May 10th through May 19th. Additional trips have not yet been scheduled, but this event will be nothing short of spectacular with people already planning to attend from all over the globe! Details can be found on the Union Pacific website at www.up.com.

This is some pretty exciting stuff for those who love steam, as well as in the realm of historic preservation. There's quite a bit more steam news happening out west with the Santa Fe 4-8-4 #3751, Southern Pacific 4-8-4 #4449 and Milwaukee Road #261, but we don't have time...or space for all that!

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 Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
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An exciting time for steam fans as Union Pacific “Big Boy” #4014 and Union Pacific “Living Legend” #844 will operate through the northwest, while Norfolk and Western #611 will join #475 on trips over the Strasburg Railroad in Pennsylvania! Details on Page 7

