



SEMAPHORE



September 2019

Welcome back, we hope you had a great summer!

The LIST September meeting will be held on **Friday, September 20th, 8:00pm** at the **Historic Van Bourgondien House in West Babylon**. This house is located at 600 Albin Avenue in West Babylon.

THIS MONTH:

Dave Morrison will be making a presentation based on his recently released book: **Grand Central Terminal and Penn Station: Statuary and Sculptures**. Details can be found on the back cover of this newsletter.

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

Email: **lisunrisetrail@yahoo.com**

The Chapter mailing address is:

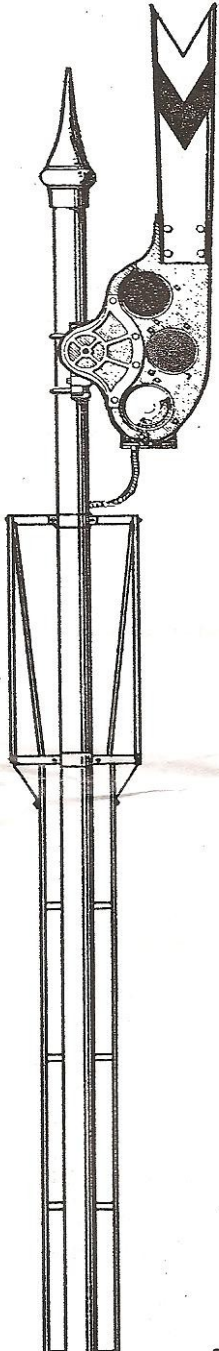
LIST—NRHS

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ALSO, BE SURE TO "LIKE" US ON FACEBOOK AT:

Long-Island-Sunrise-Trail-Chapter-of-the-NRHS



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 an enjoyable summer and spent time visiting your favorite train museum or viewing trains no matter what size they are, full size or models.

Many of our members have been with LIST or the NRHS quite a few years. However, only a few have reached the 50 year membership plateau. I am very pleased to announce that two of our Chapter members, Ray Kenny and Ed Koehler, have received recognition from the NRHS as being members for the past 50 years. Congratulations to both Ray and Ed for their long time membership in LIST as well as the NRHS and for their many contributions in various aspects to LIST.

I wish to thank several members of our organization for providing assistance at our tables at the annual RMLI Rail fest which was held the weekend before Labor Day. Joe Bux, Bob Cecere, Caroline Scannell and Mike McEnaney whom assisted Bob Myers and myself on Saturday and Sunday in staffing the tables that our Chapter had. Their assistance was appreciated.

The Lindenhurst Historical Society's 1901 restored LIRR depot and freight house Museum opened on Wednesday, June 12th from 2 to 4 PM. The site is open on Wednesdays, Fridays and Saturdays through the end of September. Admission is free. The interior of the depot tells the story of the South Side Railroad and later the LIRR from 1867 on.

The Port Jefferson Village Center in downtown Port Jefferson adjacent to the Harbor has an exhibit titled "Railroads, Tracking the History on Long Island." The exhibit runs from September 5th to October 30th of this year. Our Chapter is participating in the exhibit by providing assistance to the Village Historian through LIRR photos and memorabilia. The Village Center hours are 9AM to PM every day. The exhibit is on the 2nd floor. The Village Center is located just east of Danfords Inn along the harbor waterfront.

Our Chapters new book, titled "The 185th Anniversary of the Long Island Rail Road" is available and selling well. The book is 72 pages and consists of 8 articles concerning the people, places and things of the LIRR. The articles are different from but will complement our Chapters 175th Anniversary book that we published 10 years ago. Our 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] I believe you have never seen the topics of the articles in print before so I know you will enjoy the information presented.

Dave Morrison is the guest presenter at our September meeting. He will present his new book which is a continuation of his series of books on the places and railroads of Long Island and New York City. Dave will also do a book signing for everyone who purchases a book at the meeting.

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. 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 # **631-487-4766**. Please email your articles.

LIRR NEWS by Steve Quigley

Fourteen rush hour LIRR trains that were canceled or rerouted this summer returned to their regular schedule the first week in September. Amtrak has finished construction work that kept 2 tracks in Penn Station out of service this summer. The change in service was needed due to Amtrak's infrastructure renewal program which included replacing several track components at tracks 14, 15 and 16 and at JO interlocking. The cost of the project was estimated to be \$30 million and was completed on time and on budget.

As part of the ongoing Third Track Project between Floral Park and Hicksville, a new rail bridge was installed on August 24th and 25th at the former Covert Avenue rail road crossing in New Hyde Park. LIRR crews and private contractors installed the 1,200 ton bridge as one of the last steps in providing a quieter and safer crossing for the many cars which have previously used the crossing. This bridge was the last of the four crossings that were eliminated this summer. The bridge was prefabricated with the bridge being installed over a 25 foot deep crater that was dug out. The roadway beneath the bridge will reopen this fall as a two lane underpass with a pedestrian walkway.

Four of the seven crossings to be eliminated have been completed which is part of the Third Track Project. As you know, having 3 tracks between Floral Park and Hicksville will result in the LIRR having greater flexibility, being able to provide more trains for reverse commuters as well as express trains through the area. In addition, there will no longer be locomotive horns being sounded at these seven crossings as well as traffic no longer being held up by the trains going through this area.

This past July, the Urban Avenue crossing in Westbury was eliminated. The Nassau Boulevard railroad crossing in Garden City is expected to be eliminated in October. The Merillion Avenue crossing was eliminated many years ago and the Herricks Road crossing was eliminated in the 1980's.

As part of the Third Track Project, the LIRR is expecting to demolish three of its older building in Mineola but the Village Historical Society is trying to save the buildings. Nassau Tower, which was built in 1923, the Mineola Electrical Substation which was built in 1910 and the South Station House building which was built in 1923 are all planned to be demolished so that the third track may go through the area. The Mineola Historical Society stated that they wish to have the buildings moved rather than being demolished. Nassau Tower is directly in the path of the third track while the Electrical Substation is slated to be a drop off space for commuters. The South Station Building is in close proximity to the present tracks and would be too close to the third track to remain in its present location.

Stay tuned to see if any of the buildings can or will be saved.

A new station is planned to be built at Belmont Park so that people will be able to take the train to the new Islander's Arena which will be located in Elmont. The full service rail station is expected to cost \$100 million with the Arena contractor expected to fund a majority of the cost of the project. The station will be built on the Main Line with shuttle bus service being used to take the riders from the station to the arena. The present Belmont station is used only during the Belmont Track racing season and can only be accessed from Jamaica Station.

Norfolk & Western J Class #611 Visits the Strasburg Railroad

Experience a once-in-a-lifetime steam train extravaganza as Strasburg Rail Road welcomes the iconic Norfolk & Western Class J 611 steam passenger locomotive to join our own locomotive #475 for five weekends of special events including: whistle blowing, photo sessions, behind-the-scenes tours, family-themed events, and exclusive in-cab opportunities, where passengers can operate and fire the J Class 611 or Strasburg's Class M #475.

But first... Before the reunion festivities begin, the 611 will undergo her required annual inspection in Strasburg Rail Road's back shop. While work is being completed and the locomotive receives necessary maintenance, we're providing an *exclusive 60-minute 611 Behind-the-Scenes Shop Tour!* Tickets for this tour can be purchased by visiting the Strasburg Railroad website.

Beauty & Brawn

The reunion event — the first that these two historic locomotives have served together in a *long time* — offers a rare chance to see and explore the only Class 'J' passenger locomotive still in existence today. Her simple lines, bullet nose, and Tuscan red stripe make 611 stand out as one of the most beautiful streamlined steam locomotives ever designed.

The special events in September and October include:

September 27-30, October 4 & 18*: A Norfolk & Western Railway Steam Reunion

Featuring 45-minute excursions behind separate trains powered by 611 and 475, as well as exclusive Hostling Tours, Cab Tours, and Whistle Blowing opportunities.

October 4-7: Railfan Photography Extravaganza with Lerro Productions

611 & 475 Reunion Banquet at the DoubleTree Resort, featuring presentations by Lynsey Allie, Bud Jeffries, and Rick Musser.

Professionally hosted photography sessions featuring 611 alongside N&W 475 or 382.

October 12-14*: Rail & Road: A Transportation Evolution

A display of pre-1960's era land vehicles serves as the backdrop for Hostling Tours, Cab Tours and Whistle Blowing with 611 and 475, along with 15-minute shuttle rides behind 611. Strasburg Rail Road will also operate its standard 45-minute steam train, powered by one of its other locomotives.

October 19-20 & 26-27: At the Throttle of Norfolk & Western Steam

Once-in-a-lifetime, 30-minute, immersive opportunities in the cabs of 611 & 475, with Engineer, Fireman, and Jump Seat options offered. (*On October 27, Great Western 90 will stand in for 475.*)

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

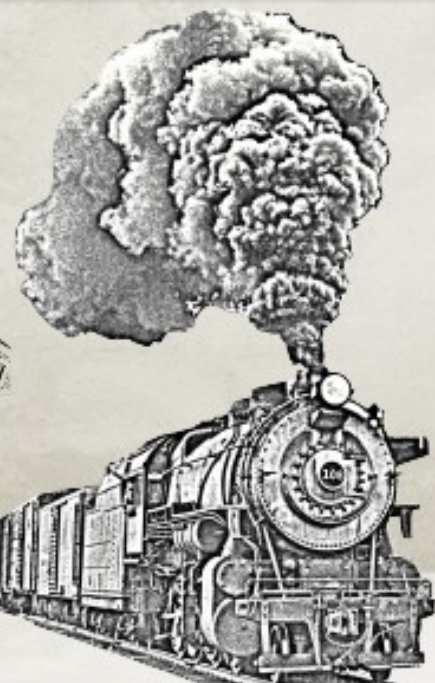
RAILROADS

Tracking The History On Long Island

September 5- October 30, 2019

Reception: Thursday, September 12, 6 - 9 pm

Another Great Historic Exhibit at The Village Center



In collaboration with the Long Island - Sunrise Trail Chapter of the
National Railway Historical Society
and The Railroad Museum of Long Island.
Sponsored by The Conservancy and the Village of Port Jefferson

PORT JEFFERSON GALLERY

THE VILLAGE CENTER, Building Hours: 9am - 9pm (631) 802-2160

THE LIRR MODELER by Mike Boland

This Month's Feature:

INTERESTING LONG ISLAND RAIL ROAD STUFF

Well, I'm back after a really great summer! I have finished my book for Morning Sun Publishing on Long Island Rail Road multiple-unit (MU) cars; it's the first of two-volumes that will cover this enormous and interesting subject. Volume 1 will cover from the MP41 or Gibbs cars through the PRR Altoona-built double-deckers of 1947-1949. Volume 2 will cover newer equipment, from the Wyer cars, or 3500's, or Cadillacs—depending on what you like to call them—through the new M9's, which are on the property and being tested as I write this. Volume 1 will be available in 2020, as Bob Yanosey tells me. I'll keep everyone posted on the progress of this book, since every LIRR fan will want it.

Now, some things LIRR that I came across during the last few months or so:

In *THE KEYSTONE*, Volume 52, No. 1, on page 32 of a lengthy article entitled "NX23 Cabin Car Restoration" by Ken Davis, Gary Salzgaber, Ron Widmak and Chuck Blardone, there are three great photos of this boxcar-turned-cabin car, two of which turned up on the LIRR. These hacks were two in number and numbered 48 and 49, class NX23A. Unlike the rest of the cabin cars used by the PRR, these cars had end platforms, hence their NX23A designation as opposed to the others; they were classed as NX23. The photos are from 1948 and 1949 and are in black and white. These cabin cars wore PRR Freight Car Color (similar to Boxcar Red) and have white Roman lettering. At least one of these cars was later painted in the light-gray PRR worktrain color, according to a color photo that I've seen.

The April 2019 issue of *Model Railroader* had a feature entitled "A Small Slice of the Big Apple" by Raymond O'Neill, who is a modeler living in England. O'Neill modeled the Evergreen Branch the way he thought it would look like in the 1970's, a great and interesting premise. His 18" by 96" layout features LIRR, NH, PRR, Erie, NYC and PC Alco motive power. Pictured on page 32 is my favorite S-1, #415, switching boxcars with a cabooses nearby. He calls his layout "59th and Rust!" Great layout, Raymond. Every LIRR modeler should take a look at this!

In the same issue of MR on page 66 is another train, this one by Eric Lohwasser of Hancock, N. Y. It's a train of pings (P54D's) made by Funaro.& Camerlengo in Tichy colors and pulled by an RS-3 in standard gray and orange colors with white lettering. The locomotive looks like it is from Atlas. I like how this looks except for the color light at trackside, but I haven't been out east on the island in some time. Very nice!

I've got more to write about next time and it will include my first visit to "Collinsville" (St. Louis) in July, probably the best RPM meet I've been to...and it was my first time there. I've also got to write about the NERPM in June, which I attended.

Until next time, happy modeling!





The following price list is for LIST members only!



# _____	The 185 th Anniversary of the LIRR NEW	@\$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*****



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

At this month's meeting, Dave Morrison will be making a presentation based on his recently released book: ***Grand Central Terminal and Penn Station: Statuary and Sculptures***. The statuary that is on top of Grand Central Terminal and the statue of Commodore Vanderbilt, as well as the cast iron eagles at the terminal today will be discussed. The statuary groups that were once on top of all four sides of the former Penn Station building will be covered, as well as the statues of two former PRR presidents. Dave will tell about his 30 year search for the eagles of Grand Central Station and Penn Station. He was the catalyst for the placement of two cast-iron eagles that are at Grand Central Terminal today. His research resulted in the Smithsonian Institution modifying a plaque at the National Zoo. His book retails for \$21.99, but as a mspecial to attendees at the meeting, he will sell the book for \$20.00 and he'll include a copy of his 32 page, full-color booklet ***The Cast Iron Eagles of Grand Central Station***. Also discussed will be the \$60,000 restoration work on a Grand Central Station eagle that is being performed at this time.

