



# SEMAPHORE



## January 2020

The LIST meeting will be held on **Friday, January 17th, 8pm** at the **Historic Van Bourgondien House in West Babylon.**

### THIS MONTH:

Mark Sullivan will present a show on the Shore Line Trolley Museum and SEPTA Super Saturday Streetcar Spectaculars.

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

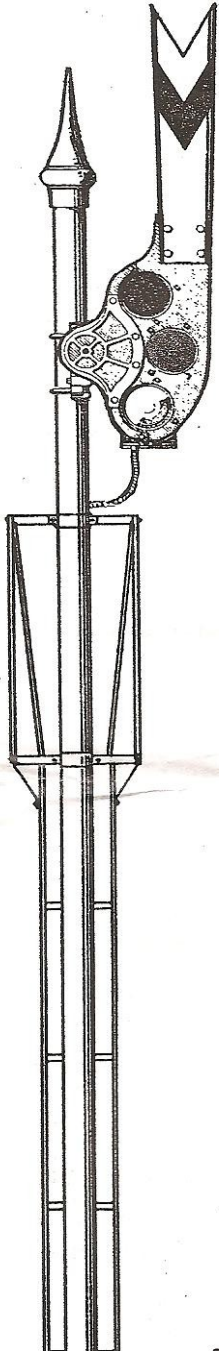
**LIST-NRHS.org**

**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





The following price list is for LIST members only!



# _____	GCT and Penn Sta. Statuary + Sculptures NEW	@\$18 each Total _____
# _____	2020 LIRR calendar NEW	@\$8 each Total _____
# _____	The 185 <sup>th</sup> 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 by D. Morrison	@\$18 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 <sup>th</sup> 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 \$12.49\*\*\*\*\*



## LIST Happenings by Steve Quigley

### IMPORTANT NOTICE!

Our January meeting will be held at our normal location which is the Van Bourgondien House in West Babylon.

Our December meeting was held at Old Town Hall in Babylon Village. We had a night of watching and running trains. Ken Katta brought his Lionel train which was built 100 years ago and it ran like it was made yesterday. I on the other hand brought my new LIRR ALCo C-420 in the yellow and blue paint scheme.

We all had fun and I thank all of the members who attended and especially those that brought and ran their trains.

Special thanks to Mary Cascone whom is the Town of Babylon Historian for hosting the meeting and allowing us to run our trains.

In the November and December edition of the Semaphore we included our annual dues notice. The cost is only \$15 per year, same as last year and the year before that and before that... We would appreciate if you would send in your annual dues as soon as possible. Remember, what you save off the regular retail price of a calendar and a book results in your dues being in effect, free!

Our 2020 LIRR calendar was a success. We have only a few copies remaining for purchase. I expect that we will be sold out shortly so if you have not bought one, do it now before they are gone.

The New York Transit Museum will have their 18<sup>th</sup> annual Holiday Train Show in the Gallery Annex in Grand Central Terminal. The exhibit will be open from November 2019 to February 2020 and will feature O Gauge trains in a mostly NY City setting.

The Downtown Brooklyn NY Transit Museum will have an exhibit titled "Reign of the Redbirds." The exhibit chronicles the many lives of NY's most iconic subway cars. The exhibit runs from November 7<sup>th</sup>, 2019 to September 13<sup>th</sup>, 2020.

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](mailto:csquigley@optonline.net) and my telephone # is **631-487-4766**. Please email your articles.



***THE LIRR MODELER*** by Mike Boland***This Month's Feature:******SOME THOUGHTS ON MY FREIGHT CAR FLEET***

Happy New Year! 2020 is the year I begin to build my dream layout and while I do so, I wanted to share some thoughts on my freight car fleet. Yes, freight cars. I'm modeling the LIRR (what else?) and the era I model, freight had a significant role in LIRR operations.

This has enticed me to build a freight car fleet, which I have done and am still doing. By attending various train shows I've managed to pick up quite a few cars—mainly freight cars--and most of them boxcars to build my fleet. Although most of the cars are ready-to-run, I obtained a good number of HO scale kits. I've had great fun and success assembling these kits as well as lettering with decals.

One recent example is the old Robins Rails 50-foot single-door Pullman-Standard PS-1 boxcars. Most of the cars were undecorated and two were painted in the Reading Railroad's attractive Reading Green paint scheme with large yellow "R D G" letters and reporting marks. The Robins Rails 50-footers were quite a nice piece of rolling stock when they came out many years ago, but I can tell you they are still not bad and can be acquired at a good price. I picked some up at the St. Louis RPM meet this past July and couldn't wait to put them together.

When I got to Florida this past November, I went right ahead to put together some really interesting boxcars based on two modeling articles I had collected on these specific cars, one on the Reading cars and the other on the same cars in later years when they passed into Conrail ownership. Conrail classed these cars as BR50L and 200 of these XL cars were built for the Reading in five different groups by Pullman-Standard in 1972. While on the Reading, these "green giants" were numbered 20000 through 20199 with simple lettering that is available still from Herald King Decals. Microscale also offers two fine sets of decals to do these cars in both Reading and Conrail lettering sets. They are available separately. While operated by Reading, they had several interior variations which led to minor variations in their exterior lettering. A good number of the cars went to Conrail and I do know that one car was numbered 231789 and other numbers along this line; unfortunately, I don't know the exact number block at this time. If I can find the block of numbers that Conrail used, I will pass it along to my readers. Also, this series of boxcars, Lot 9610D, was the last series of cars built by Pullman-Standard that had smooth sides, before they went to an outside-post design.

It's amazing how good these cars look in either road name with some super-detail parts added. These cars had several different styles of 10-foot doors available from commercial parts since the HO model car had a nine-foot door opening. I simply centered the 10-foot opening with a 10-foot door and glued it to the car side with no cutting or anything else done. I had to extend the door runners but that was easy to do. I modeled these cars WITHOUT roof walks and they had short, four-rung ladders on both their ends and sides. The brake wheel is set low and needs a platform at the base of the car end, also available commercially. I also used a different underframe and purchased a cushion underframe available from Details West, discarding the original underbody but saving the three underbody details. I used Athearn S-2 Barber-style roller bearing trucks.

## ***THE LIRR MODELER...continued* by Mike Boland**

You must decide which car you are building, either Reading and Conrail. As stated earlier, decals are available so it's up to you. You may have to spray the decals you purchase to protect them from coming apart in the application process. Reading Green paint is available and as for the Conrail car, there's been quite a discussion on how its boxcar fleet looks so you make the call. To my basic Boxcar Red paint jar, I added a little Caboose Red, Maroon, PRR Freight Car Color or PRR Tuscan Red to four jars of paint to make each car look a little different. As I said, there are many, many photos of these cars available on the Reading Historical Society website as well as several other sites on the Internet. Don't be afraid to print a copy to use as a modeling guide.

Do your homework and look these cars up on the Internet. There is SO MUCH available from their earliest days until the end; some may still be in Company or MW service today. And there are interesting "patch jobs" on these cars, something that cries out for some modeling. As for the Conrail cars, there were at least three distinct lettering schemes that these cars wore, including the Conrail Quality trademark or logo.

Good luck and get those cars into service when you're done with them.

As for me, I'm rushing to finish a few of these cars so I can bring them over to Protorails 2020, the Railroad Prototype Modelers Meet at Cocoa Beach earlier this month. It will be over by the time you read this but I'll be writing a first-hand report about all the goings-on there and I will be presenting a real first, a LIRR Electric MU History on Power Point, which will be covering all cars from the MP41 "Gibbs" cars to the new M9's. I've included lots and lots of great photos of so many LIRR MU cars and I don't think that any previous show has been as inclusive as mine. Attendees are in for a real treat, and I hope to present this all-encompassing show at a future LIST meet, possibly in the Spring of 2020.

And I was here in a local hobby shop and was delighted to see the new Rapido RDC-2's in operation, with sound. Nice. Really nice! I think I'm in on this one, as well as the RDC-1 if I can find one to purchase.

Until then, happy modeling and my best wishes for a wonderful, prosperous and healthy new year!

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

### MTA Rounds Out a Successful Year of LIRR Construction Projects and Expansion Milestone

25 Major Projects Completed in 2019 and a Dozen More in the Works for 2020

The Metropolitan Transportation Authority (MTA) ended 2019 having completed almost two dozen Long Island Rail Road construction projects – a massive increase in the pace of work to transform and modernize the railroad. The LIRR Modernization Program, a comprehensive program of 100 projects to rebuild the LIRR and foster economic growth, made great strides this past year with 14 station enhancements, five major bridge replacements and two grade crossing eliminations. While many of those projects were directly related to the LIRR Expansion Project, to build a third track from Floral Park to Hicksville, the accomplishments span across the entire LIRR system.

“The ability for the Long Island Rail Road to improve service for today’s riders while building for the future needs of Long Island is paramount. These expansion projects coupled with our LIRR Forward initiatives will give us the flexibility we need to provide more robust service and get our customers where they need to go on time ,” LIRR President Phil Eng said. “Our Operation and Engineering staff and the entire LIRR workforce really worked hard to make sure projects were continued with as little interruption to customer service as possible and completed on time. We appreciate the patience of our customers and the communities that we serve throughout this critical work.”

“The LIRR Expansion Project is moving forward at a remarkable pace, and it is now about one-third complete, and is on schedule and under budget,” MTA Chief Development Officer Janno Lieber said. “This project is the model project for how we are changing the way we manage capital projects to do them better, faster and cheaper.”

The following capital projects were completed in 2019:

All projects noted with an asterisk (\*) are part of the LIRR Expansion Project which will

add a third track from Floral Park to Hicksville, reducing train congestion and delays and enabling true bi-directional service during peak hours with a more reliable rail network. This transformative work, which began at the end of 2018, includes several related projects, including the construction of parking garages, retaining walls, improvements to rail bridges and the removal of eight street-level grade crossings.

#### Station Enhancements

The following stations received enhancements and upgrades including new LED lighting, USB charging ports, free public Wi-Fi, interactive digital kiosks and related improvements.

Baldwin Station on the Babylon Branch -- completed in June 2019. Benches have also been added, new trash receptacles have been installed, and new tactile strips have been placed on the platform.

Bayside Station, on the Port Washington Branch -- completed March 2019. Historic photos, wayfinding signage and new benches were also added.

Bellmore Station, on the Babylon Branch – completed June 2019. Platforms and the waiting room were also rehabilitated with canopies new windows, doors, wall tiles and new HVAC system, and an art installation.

Brentwood Station, on the Ronkonkoma Branch – completed June 2019. Shelter sheds and railings were added to the platforms, a new ADA-compliant ramp has been added, as well as an art installation.

Deer Park Station, on the Ronkonkoma Branch – completed April 2019. Sidewalk and curb improvements, new bike racks and an art installation were among other improvements.

East Hampton Station, on the Montauk Branch – completed April 2019. The station interior was renovated to preserve its 19th century charm, wood paneling was repaired and historic photos of the station are on display.

Farmingdale Station on the Ronkonkoma Branch – completed April 2019. Other upgrades for this station, originally built in 1890, include a new waiting room with terrazzo flooring, new ADA accessible restrooms and a rehabilitated pedestrian underpass with wayfinding signage.

## Long Island Rail Road News...continued

Great Neck Station on the Port Washington Branch – completed April 2019. The station also received an historic plaque and historic photos.

Merrick Station on the Babylon Branch – completed January 2019. The plaza area and sidewalks were also rehabilitated and a mosaic art piece was installed in the waiting room.

Northport Station on the Port Jefferson Branch – completed January 2019. The station underwent a full historic restoration including a new waiting room with terrazzo flooring, new restrooms and new wall and ceiling finishes.

Port Jefferson Station on the Port Jefferson Branch – completed March 2019. The station building exterior was also renewed with new signage and the installation of an outdoor sculpture in the plaza and a reconfigured plaza area to improve customer flow. Parking improvements were added as well.

Stewart Manor Station on the Hempstead Branch – completed January 2019. New platforms are now equipped with shelters, MTA help points, new signage and permanent artwork.

Syosset Station on the Port Jefferson Branch – completed June 2019. The station building was completely rebuilt and the plaza area around the station entrance was rehabilitated. A 21-foot stainless steel and plexiglass sculpture was installed at the entrance of the station building.

Valley Stream Station on the Far Rockaway Branch – completed February 2019. Historic photos and a commemorative plaque were added to the building. New wayfinding signage and trash receptacles were also added.

### Bridges

Bridges below 14 feet are especially vulnerable to overheight vehicles striking them. In 2016, there were 20 bridge strikes in Nassau County, alone. Each time a bridge is struck by a vehicle, speed restrictions are put on trains while a team of specialized LIRR personnel are dispatched to the scene to inspect the bridge to ensure its continued safety. Only when a bridge is determined to be safe for full-speed train travel is the restriction lifted; in the interim, the result is cascading delays that can affect train service across the immediate branch and sometimes other branches as well. Replacing low-hanging bridges improves the safety and reliability for both vehicles and LIRR passengers.

In June 2019, Cherry Lane Bridge\*, located in the Town of North Hempstead along the LIRR Main line, was removed and replaced with a taller three-track structure. The original low-hanging bridge had been in service since 1953 and the site of many accidents over the years due to trucks striking the bridge. This bridge was also replaced using the method successfully employed at LIRR's Post Avenue Bridge in Westbury, which was completed over a single weekend in October 2017.

The Nassau Boulevard Bridge\* in Garden City was struck 16 times in 2018 and 2019 alone. The 11' 6" bridge overpass was assembled in place adjacent to the site, and LIRR crews inched it into place over one weekend in October 2019, following the demolition of the old bridge. After the new bridge was firmly set in place, crews rebuilt the track atop the bridge, while reconnecting the existing two tracks. The 14-foot has a bay for a third track.

In November 2019, the LIRR installed new single span steel bridge structures at Accabonac Road and North Main Street Bridges in East Hampton, replacing two aging lower clearance structures. These low-hanging bridges, first constructed in 1895, were the site of many accidents over the years caused by trucks striking the bridges, resulting in train delays in both directions. The large bridge components, which were fabricated in Lancaster, PA, were transported from Pennsylvania by road, then via barge through the Long Island Sound, around the tip of Orient Point, through the North and South Forks to Shinnecock Inlet, then via road again to East Hampton.

The 61-year-old South Tyson Avenue Bridge\* in the Village of Floral Park was modified and a new two-track bay bridge was installed in September 2019. It took 2,000 hours to construct and install the bridge which was replaced using a self-propelled modular transporter just like with Cherry Lane and Post Avenue.

The Flushing Main Street Bridge, built in 1913, in Flushing, experienced years of deterioration, and rehabilitation was necessary to the structure that carries two Port Washington Branch tracks over five lanes of vehicular traffic. Repairs were made to the steel composition and removal of loose concrete from the deck underside. A center median has been constructed beneath the bridge, providing safety for traffic flow. The work was completed in November 2019.

## Long Island Rail Road News...continued

Work on the 100-year-old Springfield Boulevard Bridge in Queens Village was completed in August 2019. The replacement of the bridge, which is served by the Hempstead Branch, included repairs on existing concrete platforms, light poles and conduits, as well as limited underdeck concrete repairs.

### Grade Crossing Eliminations

Covert Avenue Grade Crossing\* in New Hyde Park was eliminated and reconstructed to provide a two-lane grade-separated underpass with a pedestrian sidewalk on the east side of the underpass. After crews removed the existing rail tracks and dug down 25 feet, the concrete box structure was moved incrementally more than 50 feet into perfect position. The roadway beneath the underpass was officially opened in October 2019.

The Urban Avenue Grade Crossing\* in the Town of North Hempstead is one of eight street-level crossings that was eliminated as part of the LIRR Expansion Project. This new bridge installation, where there was no bridge before, eliminated the railroad crossing. The bridge was put into place using an approach called “box-jacking” that reduces the length of time the tracks must be taken out of service to just one weekend. In fact, the first time this method was successfully used on a major railroad project in the United States was during this installation in July 2019.

### Infrastructure and Track

The new Port Washington Substation replaces an earlier brick-and-mortar substation that had been in service more than 30 years and was beyond its useful life. Located at the intersection of Davis Avenue and Bayles Avenue, the new substation ensures the continued reliability of Port Washington Branch train service by maintaining a robust power system for the electrified third rails. With greater capacity, the new substation enables the anticipated growth in train service that is expected to coincide with the start of LIRR service to Grand Central Terminal.

Nassau Switch\* in Mineola is one of the most highly trafficked areas with over 200 train traverses every day. The switch installation, which allows trains to be guided from one track to another, was upgraded over several weekends this past fall to prepare for the future third track between Floral Park and Hicksville. These switch upgrades, among many other initiatives, have resulted in 43% fewer cancellations, 22% fewer short trains and 30% fewer trains delayed over 15 minutes.

### Looking Ahead at LIRR Expansion in 2020

Floral Park Station will get three new ADA-compliant elevators being installed in the north, south and central part of the station.

Plainfield Avenue Bridge, near Floral Park Station, will get an additional bay and be widened and reinforced.

Glen Cove Road Bridge will be removed and replaced with a three-track structure.

Meadowbrook Parkway Bridge, in the Village of Carle Place, Town of North Hempstead, will be widened.

Merillon Avenue Station in Garden City, will receive station enhancements including platform removal and replacement to accommodate 12-car trains; and ADA compliant improvements.

Mineola Avenue Station will receive upgrades including platform removal and replacement; a refurbished station building; and a new pedestrian overpass, including two elevators.

Willis Avenue Grade Crossing, in the Village of Mineola, and New Hyde Park Road Grade Crossing, in the Village of New Hyde Park, and School Street Grade Crossing will be eliminated.

New Hyde Park Station, will receive modernized station upgrades including platform replacement and digital information displays.

Westbury North Parking Structure – a new four-level 683-space parking garage -- will be completed to accommodate a future increase in capacity on the LIRR in Westbury.

For more information on LIRR's capital projects, visit [amodernli.com](http://amodernli.com)



**Long Island Rail Road**



**UPCOMING EVENTS**

The Sea Cliff Village Museum  
invites you to

HISTORICAL RAIL ROAD  
STATIONS OF THE OYSTER  
BAY BRANCH LINE



Public talk and discussion with David Morrison

Wednesday, January 22nd

At 7 p.m.

Village Hall Room C (Upstairs)

For more information, contact (516) 801-3401 or [museum@seacliff-ny.gov](mailto:museum@seacliff-ny.gov)

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Post Office Box 507  
Babylon, New York 11702-0507

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*Happy*  
**2020!**

