



SEMAPHORE



February 2020

The LIST meeting will be held on **Friday, February 21st, 8pm** at the **Historic Van Bourgondien House in West Babylon.**

THIS MONTH:

Joe Calisi will provide a digital program on the East Side Access project.

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

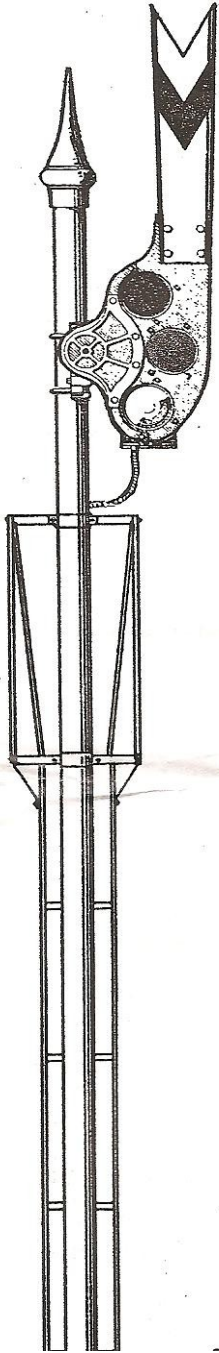
LIST-NRHS.org

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

IMPORTANT NOTICE!

On Tuesday March 17th, St. Patrick's Day, the members of LIST are being given a tour of East Side Access. At the present time, this is the only date available to LIST. Several years ago we were given a tour and there have been major changes to the station beneath Grand Central Terminal since then. There will be a lot of walking and handicap access does NOT exist. Additional details will be provided to the people who register. We are being limited to a small group, thus tickets will be on a first come, first served basis. The cost for each attendee is \$25 and this is for LIST MEMBERS ONLY, NO GUESTS! There is a very limited amount of available spots, thus registration will be to the first people who send in a note requesting to go on the tour with a \$25 check made payable to LIST. We will NOT be taking registrations by way of email or phone!

Release forms and additional documentation are required and will be sent to the people who register.

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. 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!

The Downtown Brooklyn NY Transit Museum has 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 7th, 2019 to September 13th, 2020.

We are beginning to acquire photos for our 2021 LIRR calendar. If you wish to have a photo or photos considered for our annual calendar, then please send the photo, slide or digital photo to us at either my email address or our PO Box.

Chapter member Mike Boland has written the first volume book on LIRR passenger cars. It is titled LIRR Multiple Unit Cars Vol. 1: Cars Built 1905 -1949. The book should be available the beginning of April. It is being published by MorningSun Publishers. Chapter members will be provided a discount off the retail price. We are hoping that Mike will give us a presentation on the book at a Chapter meeting either in May or June.

We acquired a few copies of Dave Keller's and Steve Lynch's Arcadia Publishers books on the LIRR. The two books are titled "The LIRR 1925-1975" and "Revisiting The LIRR 1925-1975." As usual, there is a discount off the retail price for LIST members. Please see the order form in this edition of the Semaphore for additional information.

We are always looking for articles 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.



Long Island Rail Road News by Steve Quigley

As of 12:01 AM on Saturday, January 11, 2020 the LIRR's Queens Tower was no longer staffed. All of its operations were transferred to JCC which is Jamaica Central Control. The tower has been in operation since 1924. At one time, the tower had as many as 35 levers controlling many local switches as well as access to Holban Yard and the Hempstead Branch. It appears that Queens Tower will not be removed as it is a brick structure and not in the way of any changes to the Main Line.

Informed sources tell me that very soon; Nassau Tower in Mineola will be decommissioned and removed. Nassau Tower is a frame structure in need of repair and it is directly in the path of the 3rd track which will be going through Mineola on its way from Floral Park to Hicksville. The adjacent Mineola brick substation is also expected to be removed as part of the 3rd Track project. Upon its decommissioning, control of the interlocking will be turned over to Jamaica Central Control.

As part of the 3rd Track Project, Divide Tower which is located at the east end of Hicksville Station between the Port Jeff Line and the Main Line, will also be decommissioned. It is not known as to whether the Tower will be removed.



Queens Tower (Photo courtesy of Wikipedia)

Locust Tower has for many years been a Nassau County Police substation. Babylon Tower controls all movements east of Babylon and as you know, Jay and Hall Towers were decommissioned several years ago with their operations also being turned over to Jamaica Central Control.

The LIRR proposal to eliminate on board cash transactions for the purchase of tickets has been temporarily shelved. More on this next month.



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:******GHB PRR/LIRR DD1 ELECTRIC LOCOMOTIVE***

I wanted to mention two locomotives in HO scale that will soon be available to LIRR modelers. The first model is the DD1, the all-time classic electric locomotive used in both passenger and freight service over the electrified trackage of the LIRR's west end. This locomotive will be offered by GHB International in Gaithersburg, Maryland. GHB has been good to LIRR modelers in the past and you may remember them as the firm that brought out the Budd M1 pairs of MU cars painted but unlettered in HO scale brass with superb underbody detail.

The DD1 was the PRR's two-unit DC-powered locomotive that was similar to two 4-4-0 steam locomotives coupled together. Unlike the BB3's, these units could not run as a single unit and used DC third rail power and took PRR trains from Manhattan Transfer, west of Penn Station at Harrison, N. J. into Manhattan and further east to Sunnyside Yard in Queens.

The DD1 was part of the New York Extension and there were a large number of these units built at the PRR shops at Altoona, Pa. Westinghouse supplied the electrical gear and the locomotives operated in semi-permanently coupled pairs. These locomotives entered service in 1910 with the opening of Penn Station. With the arrival of the L5 electric locomotive in 1924, the PRR moved most DD1 pairs to the LIRR. The advent of AC and the arrival of the GG1 made the PRR scrap their DD1's or move them to the LIRR; the LIRR had 42 pairs of these locos by about 1950.

On the LIRR these locos powered trains between Penn Station and Jamaica, where steam power took over for trains headed east, and vice versa for westbound trains. Motive power was also changed at Harold Tower, adjacent to Sunnyside Yard. The coming of Automatic Speed Control (ASC) in 1951 and their age doomed the DD1 fleet and ended one seat rides for many commuters to and from Penn Station until the arrival of the dual-mode locos in 2000. DD1's were scrapped in the early 1950's.

Photos courtesy of internet sources.



THE LIRR MODELER...continued by Mike Boland

The pair of locos were 65 feet coupled together and each pair had a single “Electrified Zone Number” or EZN. Top speed was 85 miles per hour but both the PRR and LIRR did not operate the DD1 above 65 mph. The LIRR also used these locomotives in work trains and freight service, sometimes with a reacher car equipped with third rail shoes. Motors were connected to 72-inch drivers via a jackshaft and coupling rods; this locomotive was a transition design between steam and modern electric locomotives. While having an ungainly appearance, the DD1’s ran very well with very low maintenance costs.

One pair of DD1’s—3936 and 3937—was saved by the Penn Central and are at the Railroad Museum of Pennsylvania.

GHB is bringing out three LIRR-lettered DD1’s—341, 343 and 348—with a fourth locomotive not numbered as well as three PRR DD1’s—24, 28 and 39—and a fourth non-numbered locomotive. There is a DCC-ready version and an ESU Loksound 5 version. DCC price is \$499.99; ESU Loksound 5 version is \$599.99.

The version of the DD1 modeled by GHB is the circa 1939-1940 World’s Fair “modernized” body with no end roof overhang (it was removed), Futura-style lettering and numbers and five pinstripes running along the car body sides. Both lettering and pinstriping are gold and the locomotive body is Brunswick Green, or Dark Green Locomotive Enamel (DGLE).

Yes, these units are very pricey but they look very good!

Until next time, happy modeling and I’ll discuss the other LIRR locomotive—the Atlas C420 Phase 2—as well as the Protorails 2020 RPM Meet at Cocoa Beach, Florida!

DD-1

Arriving soon in HO scale for the Long Island and Pennsylvania Railroads
 RTR painted and lettered and detailed
 for the 1939 New York Worlds Fair
 3 Road Nos. each for LIRR and PRR
 Both Units Motorized and DCC ready

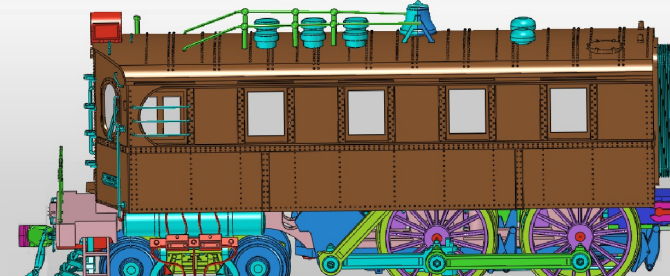


GHB International PO Box 4063
 Gaithersburg, Maryland 20885
 email: geoghb@erols.com
 tel: 301-515-0182

RESERVATIONS NOW BEING ACCEPTED \$499.99 MSRP



HO SCALE MODERNIZED LIRR/PRR DD-1 ELECTRIC ENGINE



ONE OF MANY
3D FACTORY
DRAWINGS

What's In A Timetable? By John Kilbride

(Author's Note – I was recently given a Long Island Rail Road timetable, with an effective date of October 3, 1955, from the estate of a long-time colleague. I never knew of his railroading interests, much less why a resident of central New Jersey would have such a resource for over fifty years! Given its age and its Fall issue date, I decided to compare it with a more current schedule(s) for both the Montauk and Greenport lines.)

The Format

This timetable is book-like....all branch schedules are contained within a single document and occupy 53 pages. It has a "LIRR Form LI-1" identification (...and the main line to Greenport is not referred to as the Ronkonkoma Branch!!) I wonder when the last time a consolidated timetable was issued? Unfolded, the timetable measures 8" x 9".

There are seven individual branch timetable schedules contained, each identified by a letter:

- A- Hempstead, Oyster Bay, Port Jefferson and Ronkonkoma services
- B – Greenport
- C – West Hempstead, Long Beach, Patchogue (Babylon)
- D – Montauk
- E – Far Rockaway (Ozone Park)
- F – Port Washington
- G – Long Island City (Jamaica)



An index contains a listing of all stations (166 - Albertson to Yaphank); those with service via several lines are shown within multiple tables. Of acute interest - - the names of stations now abandoned! Bus and boat connections, as well as state parks, were included with the LIRR station to be used as connection points by which to use to reach those final destinations. Advertising was included – one for Railway Express, another for the Association of American Railroads urging people in cars via artwork to “take the train”! A third promoted “Plant On Long Island”, a marketing effort for freight service! A LIRR map is included in the centerfold. Each table's first page includes the mileage from Penn Station. Separate listings are provided for Monday to Friday vs. Saturday, Sunday and Holiday operations.

The East End

Given my strong East End LIRR interest, I decided to study the schedules themselves and the timing of train service to the East End's terminals. The Greenport service covers two pages (eastbound and westbound, separated by the Mon-Fri and Saturday/Sunday/Holiday breakdown. Montauk schedules occupy four (partial) pages, with the same breakdown as Greenport. Table C (New York – Patchogue end points) covers 20 pages. Where provided, baggage service is shown!

What's In A Timetable? - continued By John Kilbride

Greenport trains

An obvious feature of this 1955 edition is direct service from Jamaica. On Sunday, the trips were completed in 2:23 (today's run are, with a Ronkonkoma transfer, 2:27.)

Going into the winter season, there were two weekday trips to Greenport (MP 96.3) from the west end Monday to Friday: (departing Penn Station at 8:39a and 4:41p. Westbound trips departed Greenport at 5:56a and 3:00p. Five other round-trip laps were made as far as Riverhead (with the last westbound departure at 9:40p.) On those Riverhead turns - scheduled for eight minutes - it included a locomotive re-positioning and associated air hose and steam metallic handling and a brake test!)

Three other trains of interest: a Greenport daily departure at 5:56a, a Yaphank start at 5:23a (Daily except Sunday) and a 7:37p arrival at Greenport - all involving return deadhead moves to/from Ronkonkoma The two Greenport might have involved equipment spending the night alongside Peconic Bay!

Of the eight (Monday - Friday) trains that operated westbound, three operated into Jamaica, one as far as Mineola, one to Hicksville and the remaining three a change of trains at (shades of things to come) Ronkonkoma! (Running time - Riverhead to Ronkonkoma: 33 minutes; now 45+ minutes! (The eastbound tally - seven trains; two from Jamaica, one each from Mineola or Hicksville, three from Ronkonkoma.)

There were distinct differences between Saturday and Sunday schedules (Holiday schedules were generally the same as Sunday.) The scorecard: six weekday trips from the west end; holidays provided another (as far as Riverhead) Westbound: six on Saturday (inc. the Yaphank start) and seven on Sunday (two from Greenport). Focusing on Greenport, weekend trains departed Jamaica at the same time (9:07a) with the Sunday trip 27 minutes faster (11:30a arrival vs. 11:57 on Saturday!)



INDEX TO STATIONS SHOWING TIME TABLE LETTERS. Table with columns for Station, Table, and Table. Includes sections for BUS AND BOAT CONNECTIONS and LONG ISLAND STATE PARKS.

Table D: MONTAUK to BELFORT and INTERMEDIATE STATIONS, to BROOKLYN, LONG ISLAND CITY, NEW YORK. SATURDAYS, SUNDAYS and HOLIDAYS (See Holiday Note below). Large table with multiple columns for stations and times.

What's In A Timetable? - continued By John Kilbride

Montauk trains

Montauk service was a bit more relaxed; with only two trains originating or terminating from MY (MP 117.4) on weekdays. The 7:22p arrival was the last one to arrive; the first one westbound was at 6:38a (perhaps a consist manipulation that provided an overnight layover?) Eleven trains appear in the schedule from New York with five late afternoon departures ending trips at Speonk and four others (morning, early afternoon starts) turning at East Hampton. The westbound schedule generally reflected the same pattern, an exception being a 621a train originating at East Moriches. The 6:38a from Montauk was identified as "The Cannonball" and operated everyday except Sunday. (Curiously, there was no eastbound equivalent!)

On the weekends, the pattern generally remained: two trains each day originating or terminating at Montauk (Saturday arrivals 1128a, 729p; Sunday 11:45a 8:34p. Saturday departures 6:38a, 1:48P ; Sunday departures: 906a 6:04p)

The full weekend schedule shows ten Saturday departures from Penn Station and eight on Sunday. Speonk was a common destination with a train each weekday turning at Southampton (3:36p to 5:03p for one, 4:11p to 5:41p for the other) and three other Sunday turns at East Hampton (inc. one with a five minute scheduled turn which suggests the RDC use!) The timetable also identifies which trains used the "Montauk Branch" route between Jamaica and Babylon; others making stops along that line.

Generally, about every other train in both directions on all days required a change at Babylon, trains originating east of Speonk being an exception (The "Shuttle" being identified as the 1900-series (5900's on weekends) trains.

And "The Cannonball"? The 6:38a westbound departure from Montauk enabled passengers to arrive at Jamaica at 9:14a (daily except Sunday), a 2:36 minute run for the 106 mile trip. (Curiously after Bay Shore, it stopped only at Westbury enroute to Jamaica!

Summary

My next task might be to determine where the schedules necessitated trains to meet east of both Ronkonkoma and Speonk, and envisioning the transmitting of train orders (Form 19's?) that would enable trains to safely pass each other along the mainly single-track territories! Given the lack of towers along the East End lines, and portable radios not yet used, the infamous "T" box reigned supreme, especially when such meets did not follow those listed in employee timetables.

Times were different in 1955; the population sprawl had not yet saturated Suffolk County's western edge and off-season train services were designed for year-round travelers to Long Island's east end unique offerings. Electrification reached only to Babylon and Mineola, not enabling today's MU fleets to speed Ronkonkoma line commuters and weekenders as is done presently. Sample pages are shown.





The following price list is for LIST members only!

# _____	The LIRR 1925-1975 by Keller & Lynch	@\$18 each Total _____
# _____	Revisiting The LIRR 1925-1975 by Keller & Lynch	@\$18 ea Total _____
# _____	GCT and Penn Sta. Statuary + Sculptures	@\$18 each Total _____
# _____	2020 LIRR calendar	@\$8 each Total _____
# _____	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 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 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 \$12.49*****

GREENPORT, RIVERHEAD, HOLBROOK to LONG ISLAND CITY, BROOKLYN, NEW YORK

MONDAYS to FRIDAYS, Inclusive, except HOLIDAYS
(See Holiday Note below).

SATURDAYS, SUNDAYS and HOLIDAYS
(See Holiday Note below).

Table B

Table with 17 columns representing train numbers and departure times for various stations including Greenport, Riverhead, Holbrook, Jamaica, and New York.

HOLIDAY NOTE—The term HOLIDAYS applies to Nov. 24, Dec. 26, 1955, Jan. 2, Feb. 22 and May 30, 1956.

- A—Passengers to Pennsylvania Station transfer at Jamaica.
C—Passengers to Pennsylvania Station and Brooklyn transfer at Jamaica.
H—Passengers from stations east of Hicksville transfer at that point.
M—Passengers from stations east of Mineola transfer at that point.

- O—Passengers to Long Island City transfer at Jamaica.
R—Passengers from stations east of Ronkonkoma transfer at that point.
N.B.—No checked baggage handled on this train.
N.Y.—No checked baggage Jamaica to Brooklyn or Pennsylvania Station.
d—Stops only to discharge passengers.
f—Stops only on signal.

MONTAUK to BELLPORT and INTERMEDIATE STATIONS, to BROOKLYN, LONG ISLAND CITY, NEW YORK

SATURDAYS, SUNDAYS and HOLIDAYS (See Holiday Note below).

Table D

	4031 C Sat. only N.B.	4033 C Sun.& Holi- days only N.B.	4035 C Sat. only N.B.	4001 C Sat. only N.B.	5903 4115 B N.B.	4003 C Sun.& Holi- days only N.B.	5911 4125 B Sun.& Holi- days only N.B.	5913 4127 B Sat. only N.B.	4005 C Sat. only N.Y.	5915 4145 B Sun.& Holi- days only N.B.	5917 4147 B Sat. only N.B.	4011 C Sun.& Holi- days only N.B.	4039 C Sat. only N.B.	4041 C Sun.& Holi- days only N.B.	5921 4167 B N.B.	4045 C Sat. only N.B.
Lv MONTAUK	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
" Amagansett				6.38		9.06			1.48							
" EAST HAMPTON				6.54		9.23			2.05							
" BRIDGEHAMPTON				7.01	8.30	9.28	12.19	12.58	2.13						9.22	
" Watermill				7.09	8.39	9.36	12.28	1.07	2.23						9.31	
Lv SOUTHAMPTON				7.19	8.46	9.43	12.35	1.14	2.32	4.35	5.13	6.48			9.38	
" HAMPTON BAYS				7.29	8.57	9.54	12.46	1.25	2.42	4.46	5.24	6.58			9.49	
" Quogue				7.37	9.04	9.59	12.53	1.32	2.48	4.53	5.31	7.05			9.56	
" WESTHAMPTON				7.42	9.09	10.04	12.58	1.37	2.53	4.58	5.36	7.11			10.00	
" Speonk	5.22	5.36	6.54	7.47	9.14	10.09	1.03	1.42	2.59	5.03	5.41	7.17	7.50	8.03	10.04	10.29
Lv Eastport	5.26	5.40	6.58						3.03				7.57	8.06		
" East Moriches	5.30	5.44	7.02						3.07				8.10	8.10		
" Center Moriches	5.34	5.48	7.05	7.55					3.11				8.02	8.14		10.37
" Mastie	5.40	5.53	7.10		9.24	10.27	1.13	1.52	3.16	5.13	5.53		8.07	8.13	10.14	10.42
" Brookhaven	5.47	5.59	7.15						3.22				8.14	8.27		
" Bellport	5.52	6.03	7.19			10.35			3.28				8.14	8.31		10.50
Lv PATCHOGUE	6.00	6.10	7.26	8.11	9.41	10.42	1.27	2.10	3.37	5.26	6.14	7.51	8.20	8.38	10.27	10.57
" Blue Point	6.03	6.13	7.30						3.41				8.41	8.41		
" Bayport	6.06	6.16	7.34						3.44	5.33	6.21	7.58	8.27	8.49	10.34	11.04
" Sayville	6.11	6.20	7.39		9.48	10.49	1.34	2.17	3.44	5.33	6.21	7.58	8.27	8.49	10.34	11.04
Lv Oakdale	6.16	6.24	7.44			10.53							8.31	8.53		11.08
" Great River	6.20	6.28	7.48										8.37	8.57		
" Islip	6.25	6.33	7.53			10.59			3.53				8.37	9.02		11.14
" Bay Shore	6.31	6.38	7.59	8.27	9.59	11.04	1.47	2.30	4.08	5.46	6.36	8.08	8.41	9.08	10.47	11.18
Ar BABYLON		6.46	8.06		10.07	11.12	1.55	2.38	4.16	5.54	6.44		8.48	9.16	10.55	11.26
Lv BABYLON		6.46	8.06		10.08	11.12	1.59	2.45		6.27	6.45		8.48	9.16	11.23	11.26
Lv South Farmingdale		6.56											8.56			11.37
" Bethpage		7.02														11.43
" Grumman					Runs via Montauk Br.		Runs via Montauk Br.	Runs via Montauk Br.	Runs via Montauk Br.	Runs via Montauk Br.	Runs via Montauk Br.				Runs via Montauk Br.	11.45
" Hicksville	6.54	7.08							3.53				9.05			11.49
" Westbury	6.59	7.13		8.55					3.53				9.05			11.55
" Mineola		7.19	8.51						4.08				9.15			12.01
" New Hyde Park		7.23							4.16				9.17			
Ar JAMAICA	7.19	7.36	8.47	9.14	11.05	11.51	2.55	3.43	4.50	7.24	7.43	8.52	9.31	9.55	12.17	12.16
Lv JAMAICA	7.21	7.49	8.50	9.17	11.07	11.52	2.57	3.45	4.52	7.35	7.46	8.58	9.38	9.57	12.20	12.20
" Woodhaven	7.25								4.52	7.39	7.50		9.42			
" East New York	7.30	7.58	8.59	9.26	11.16	12.01	3.06	3.54	5.00	7.45	7.56	9.07	9.48	10.06	12.29	12.29
" BROOKLYN, Nostrand Ave.	7.34	8.03		9.31	11.21	12.06	3.11	4.09	5.05	7.50	8.01	9.12	9.53	10.11	12.34	12.34
Ar " Flatbush Ave.	7.39	8.07	9.08	9.35	11.25	12.10	3.15	4.03	5.09	7.54	8.05	9.16	9.57	10.15	12.38	12.38
Lv JAMAICA				The CannonBall												
" Kew Gardens																
" Forest Hills																
" Woodside																
" HUNTERSPOINT AVE.																
Ar LONG ISLAND CITY																
Lv JAMAICA	7.27	7.49	8.56	9.15	11.08	11.52	3.01	3.45	4.52	7.27	7.46	8.55	9.38	9.57	12.20	12.20
" Kew Gardens			8.59			11.55			4.52				9.42			
" Forest Hills	7.32		9.01			11.57			5.02				9.44			
" Woodside	7.38		9.07			12.02	3.11	3.58	5.02				9.51	12.30	12.30	
Ar NEW YORK (Pennsylvania Sta.)	7.48	8.08	9.16	9.34	11.25	12.11	3.20	4.07	5.11	7.44	8.03	9.12	10.00	10.14	12.39	12.39

HOLIDAY NOTE—The term HOLIDAYS applies to Nov. 24, Dec. 26, 1955, Jan. 2, Feb. 22 and May 30, 1956.

♥—Passengers from stations east of Babylon transfer at that point.
B—Passengers to Brooklyn transfer at Jamaica.
C—Passengers to Pennsylvania Station and Brooklyn transfer at Jamaica.

N.B.—No checked baggage handled on this train.

N.Y.—No checked baggage Jamaica to Brooklyn or Pennsylvania Station.

d—Stops only to discharge passengers.

f—Stops only on signal.

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



KINGS PARK HERITAGE MUSEUM
99 OLD DOCK RD
KINGS PARK NY 11754

SATURDAY, FEBRUARY 15, 2020
10:00 AM TO 3:00 PM
ADMISSION IS FREE

Visit with members of the Railroad Museum of Long Island who will share their model trains with the community. Train layouts will be set up and toy trains will be operating.

Do you have a toy train that's not working well? Bring it to be checked over by our knowledgeable volunteers at the Toy Train Clinic.



www.rmli.org

Museum ■ 440 – 4th Street ■ P.O. Box 726
Greenport, Long Island, New York 11944-0726 ■ 631-477-0439

Restoration Site & Visitor's Center ■ 416 Griffing Avenue
Riverhead, Long Island, New York ■ 631-727-7920

THE 2020 EDUCATIONAL FORUM

You are invited to a slideshow and discussion by Railroad Historian, John Turkeli who will speak on the subject of:

New York City's PRR & LIRR Penn Station

Saturday, March 21, 2020 at 1:00 PM at the Riverhead Free Library, 330 Court Street, Riverhead, NY. Saturday, March 21, 2020 at 1:00 PM at the Riverhead Free Library, 330 Court Street, Riverhead, NY. Ample parking is available in the library lot and in the municipal parking lot located across the street at Court Street and Osborne Avenue.

The subject of this lively talk and slide presentation by railroad historian John Turkeli will be the history and design of the Great Pennsylvania Station of the Long Island Rail Road and the Pennsylvania Railroad in Manhattan, NY.

Mark your calendar now and plan to attend this fascinating retrospective of railroading history on Long Island. Admission is FREE and open to the public. Visit us on the web at www.rmli.org

The Railroad Museum of Long Island (the Museum), was founded in 1990. The Museum is chartered by the Board of Regents of the State of New York, and is an IRS 501(c)3 non profit organization. The Museum is run by a Board of Trustees made up of members throughout Long Island. The goal of the Museum is to preserve and display Long Island's railroad heritage. All of the work of the Museum is done by volunteers. The Museum operates two locations; Greenport, NY at 440 Fourth Street by the tracks and Riverhead, NY at 416 Griffing Avenue just north of the tracks.