



# SEMAPHORE



## May 2020

Out of an abundance of caution, we are once again canceling this month's LIST Chapter meeting.

We wish all of the members of LIST and your families to stay healthy and be safe. In this time of crisis, the best thing we can all do is stay safe by staying at home.

### IN THIS ISSUE:

Page 2	LIST Happenings
Page 3	LIRR News
Page 4 & 5	LIRR Modeler
Page 6	In Other News...
Page 7	LIST Order Form

We are always looking for articles for the Semaphore. If you have something you'd like to submit, please email it to us at:

**[csquigley@optonline.net](mailto:csquigley@optonline.net)**

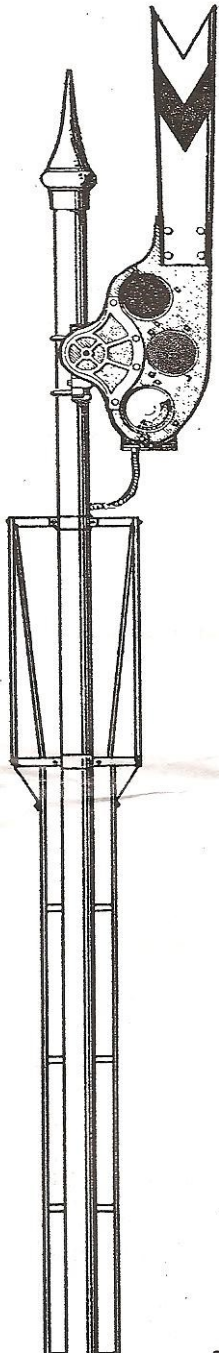
**For regular updates and other important information, visit: [www.LIST-NRHS.org](http://www.LIST-NRHS.org)**

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THE PUBLICATION OF THE  
LONG ISLAND-SUNRISE TRAIL CHAPTER  
OF THE  
NATIONAL RAILWAY HISTORICAL SOCIETY



## List Happenings by Steve Quigley

First and most important, I wish all of the members of LIST and your families to stay healthy and be safe. In this time of crisis the best thing we can do is stay safe by staying at home.

Out of abundance of caution, I am canceling this month's LIST Chapter meeting. We will resume our meetings when we consider it is considered safe to do so.

Regretfully, I must note the recent passing of two long term members of our Chapter. Ray Kenny and Ben Schaeffer, whom were members of LIST, passed away due to the corona virus.

Ray Kenny passed away on April 18. He was a member of LIST and the NRHS for 50 years. Ray was a former acting LIRR President who began working for the LIRR as a ticket clerk in the early 1970's. He worked in various management positions and then was promoted to Chief Transportation Manager. When LIRR President Jim Dermody retired in 2006, Ray served as acting President for 10 months. When Helena Williams was appointed president, Ray became Senior VP of Operations. Ray retired from the LIRR in 2014 and then proceeded to work for a private railroad contractor. He was hired by NJ Transit in 2019 as Senior VP and General Manager of rail operations.

Ray made many contributions to LIST over the years. Among other aspects, he was involved in was the preservation of LIRR steam locomotive #35. LIRR union Chief Anthony Simon remembered Ray as a "true railroader who worked his way through the ranks and became a legend in the railroad industry."

Ben Schaeffer passed away on March 28 and was a member of LIST for several years. Ben was a 22 year conductor for the MTA subway system and was hailed as a hero for saving a train full of passengers from a mentally ill arsonist who poured gasoline on the floor of a subway car. Ben evacuated as the passengers safely. He was a part time auxiliary NYPD officer and just one of two Orthodox Jewish subway conductors in the MTA subway system. Ben had been assigned to office duty at TWU headquarters but had recently volunteered to go back to work on the subway due to a shortage of conductors whom were sick due to the virus.

Both men left behind a legacy of contributions to the railroad industry whether it was above or below ground. These were people whom obviously enjoyed working on the railroads and in their own ways did things above and beyond the norm for people as well as the industry they worked in.

As of this point in time, the September 19<sup>th</sup> rail trip to Greenport will take place as scheduled. This trip will commemorate the LIRR's expansion to Greenport as well as celebrating the fact that the LIRR will be 186 years old by the time we go on the trip. There will be a special pin, commemorative ticket, raffle, book and booklet included in the price of a ticket. Thanks to the people in the LIRR Sales and Promotions Department, the ticket price including the above noted items will be very reasonable. Also on that day, Greenport will have its annual Maritime Festival and the Railroad Museum of LI in Greenport will be open for visitors. It will be an enjoyable day for LIRR rail fans as well as the general public. More information in next month's Semaphore.

We are working on putting together 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. A special THANK YOU goes out to all of the doctors, nurses, health care professionals, first responders and essential workers such as LIRR employees who are working long and hard to ensure the safety of all of us!



## LIRR News by Steve Quigley

The LIRR has lost 90%+ of its normal passenger ridership as a result of the virus. However, due to various worker safety measures, work on major projects such as the 3<sup>rd</sup> Track, Ronkonkoma Yard and other improvements are proceeding as planned and on time. Due to the reduced service, it is easier and safer to work on projects such as the 3<sup>rd</sup> Track, replacement of rails and ties and perform various other maintenance projects. The LIRR is providing "Essential Service" and has cut back train service approximately 30%. It was reported that on time performance for March was 95.3% which the best in the past 8 years. This increased punctuality can be attributed to several factors, one of which is the reduced train service.

Testing of the new M-9 cars has resumed, each car must undergo 1,000 miles of testing on the LIRR before it can be released for passenger service. In the meantime, the remaining M-3 cars still in service are being stored in various places. Some of the places are Long Beach, Far Rockaway and Hillside.

LIRR train cars are being sanitized to combat the virus every 72 hours if not more frequently. The stations on the LIRR are still closed but the platforms at track level are being sanitized as well.

LIRR President Phil Eng announced that the Murray Hill Station has been upgraded and modernized. The station now has 2 elevators making the station handicapped accessible for the first time. The station retaining walls have been renewed, new lighting has been installed, new signage, more security cameras as well as the very important [LOL] pigeon abatement measures. The plaza areas at the station were also restored. The station opened in April 1889 and was station 107 of the LIRR's 124 stations to be handicap accessible.

The June 2020 edition of Trains Magazine has an 8 page article regarding the NY & Atlantic Railway. The article tells the story of the NY & A as well as tells about one particular train in an August day. The NY & A averages 8 train starts per day and currently hauls about 30,000 freight cars per year. When the NY&A took over the freight operation from the LIRR in 1998, approximately 10,000 freight cars per year were being handled. Anacostia Rail Holdings is the parent company of the NY&A and it had an initial 20 year contract which started in 1997 and was renewed for an additional 10 years now expiring in 2027. Three commodities account for a substantial portion in the increase in its rail traffic. Construction and demolition debris, stone traffic and waste business make up a large portion of its rail traffic. The NY & A is now a 7 day a week railway as I have evidenced trains at Belmont Junction on the Central/Babylon Branch even on Saturdays and Sundays. A substantial amount of freight cars go to the Brookhaven Rail Terminal which handles heavy items such as lumber, concrete etc for the Home Depot stores in Brooklyn, Queens, Nassau and Suffolk Counties.

My wish of staying safe and good health goes to all of the people of the NY Metropolitan area and especially to our Health Care workers and the people of LIRR and MTA whom are critical to the running of our Tri-State area transportation and the movement of its people.

Stay safe and Stay Home!

***THE LIRR MODELER by Mike Boland******This Month's Feature:******ATLAS HO TRAINMAN 1937 AAR 40-FOOT BOXCAR KITS***

While I am still waiting for a floorplan of ELKS CLUB and LIONS CLUB (Plan 3996C), two PRR parlor-lounge cars that ran on the LIRR in the late 1950's, that will include window measurement so I can make an accurate model of these two cars, I want to write about another line of 40-foot boxcar kits that will allow you to build a small fleet of freight cars for your LIRR model railroad layout. I'm speaking of the Atlas HO Trainman line of 40-foot boxcar kits. At one time this was the old Branchline Yardmaster series of kits that Atlas purchased after Branchline's demise. These are fairly easy kits to put together and were fairly inexpensive. The problem with these kits is that it seems that they have been discontinued. Still, these kits are still available if you look hard enough.

I found one not too long ago at Gulf Coast Train Shop here in Sarasota, Florida; it is my winter headquarters while I'm down here. I purchased item 20 004 553, a 1937 AAR 40-foot boxcar decorated for the Norfolk Southern Railway and numbered 25634. This is NOT the NEW Norfolk Southern of today but a railroad that existed from 1942 to 1982. It ran from Norfolk, Virginia southwest and west to Charlotte, North Carolina. It was acquired by the Southern Railway in 1974, which merged with the Norfolk and Western Railway in 1982 to form the current Norfolk Southern. The "new" Norfolk Southern Railway is a class 1 freight railroad with 19,420 route mile in 22 eastern states, the District of Columbia and trackage rights in Canada over the Albany to Montreal route of the Canadian Pacific.

Unlike the more difficult Blueprint series of 40- and 50-foot boxcars, the Atlas line of Yardmaster 40-foot boxcars was fairly easy to put together. That's why I like them. Most of these old 40-foot cars are in boxcar red colors and many ran over the LIRR in years past. Many of the old 40-footers on the LIRR were this color, from the 1930's until the 1960's, when bright colors and large billboard lettering schemes replaced the standard boxcar red paint schemes of many railroads. A number of these later scheme and colors were also offered.

The NS model I put together was NS 25634, an XM3 boxcar that required little assembly. I assembled the car and glued the doors in a fixed, closed position, putting on the roofwalk, as opposed to leaving it off. This makes it a pre-1966 freight car. The old NS lettering is crisp and sharp but I'll knockdown the sem-shiny sheen of this car with a few coats of Dulcote, which is being discontinued. I plan to weather the car with washes of white and boxcar red. To complete the car, a coat of Railroad Tie Brown will be applied to trucks, wheels and underbody. Then the car is ready for service.

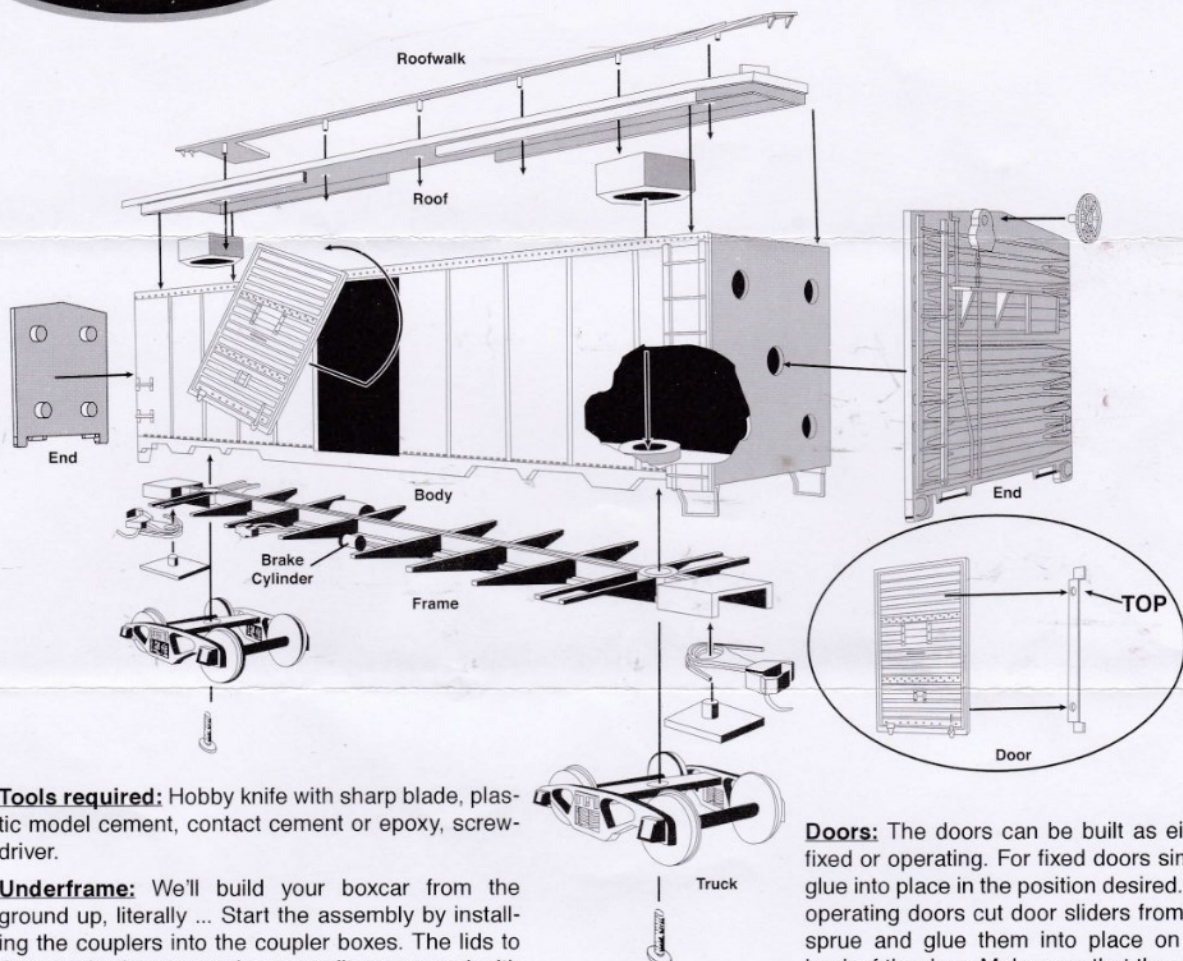
Until next time, happy modeling.

***THE LIRR MODELER AND I MOURN THE LOSS OF RAYMOND P. KENNY, AN ACQUAINTANCE AND A GREAT PROFESSIONAL RAILROADER. REST IN PEACE, RAY.***





# ATLAS TRAINMAN® HO 40' 1937 AAR BOX CAR KIT



**Tools required:** Hobby knife with sharp blade, plastic model cement, contact cement or epoxy, screwdriver.

**Underframe:** We'll build your boxcar from the ground up, literally ... Start the assembly by installing the couplers into the coupler boxes. The lids to the coupler boxes can be press fit or secured with a drop of cement if desired. Next install the underframe to the floor of the car. To be prototypically correct, the brake cylinder should "point" towards the five hole end of the body -see diagram. Pop the axles into the truck sideframes by carefully spreading the sideframes apart, then attach the trucks to the car body with the small screws provided.

**Body:** Two 1/2" nuts are provided for weight. You will find them under the flap at one end of the box bottom. The nuts are to be attached on the circular bosses molded into the inside floor of the boxcar. You can use five-minute contact cement, but epoxy or super glue will work as well. Next, press fit the ends into place. Notice that one end has five pins, and the other four. Line up the ends to the corresponding holes in the car body. The ends can be secured with cement of desired, but this is not necessary. Press fit the brake wheel into place as shown.

**Roof:** Attach the roofwalk by inserting the pins on the bottom into the holes in the roof. If desired ream the holes out slightly from the underside. Now cement the roof in place.

**Doors:** The doors can be built as either fixed or operating. For fixed doors simply glue into place in the position desired. For operating doors cut door sliders from the sprue and glue them into place on the back of the door. Make sure that the word "top" on the slider bar is toward the top of the door-see diagram. To install doors into body place door into opening at a 45-degree angle and rotate into place as shown. The door sliders will engage and the door will snap into place between the door tracks.

This completes the construction of your kit. Be sure to check out our website at [www.atlasrr.com](http://www.atlasrr.com) for more great Atlas Model Railroad Co. products.

**Broken or Missing Parts:** Should you have a problem with this kit, Atlas will gladly replace any broken or missing parts. Simply contact our customer service department by mail, e-mail or phone. Be sure to include the kit number and the part description in your request.

Atlas Model Railroad Company - Customer Service Dept.  
378 Florence Ave. Hillside, NJ 07205  
908-687-0880  
[csdept@atlasrr.com](mailto:csdept@atlasrr.com)

## Bird Strike Has Happy Ending by John Kilbride

An April report from the Evelyn Alexander Wildlife Rescue Center in Hampton Bays centers around a phone call from a Long Island Railroad engineer who was reporting he'd just hit a large bird near Pipes Neck Road, Greenport. On a rather windy day, he'd clipped an osprey that had been blown into the path of his train.

The Center sent along a "rescuer" who found the injured bird right where the engineer said it was. Searching the area just west of the road crossing, he spotted the osprey hopping around and upon a closer look, realized its flight feathers were damaged.

Capturing the bird, the "rescuer" transported the male bird, now named "Piper", back to the Center. It will undergo a procedure called imping which will have the damaged feathers replaced with those from a deceased osprey at a wildlife rehab center in New Jersey. That procedure should enable the bird to make the seasonal migration back to South America.

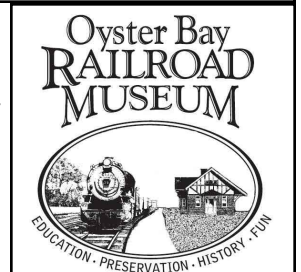
The article ended by reporting the unidentified engineer was "really happy" as to the outcome of the incident. *(Suffolk Times article, from the collection of John Kilbride)*

## YouTube Podcast for Railfans

One of our readers has informed us of a podcast on YouTube called, Virtual Railfan, "*We Bring The Trains To You*". If you enjoy watching modern railroad action from many parts of the country, that occurred in the last couple of days, this is a great show. It's usually 12 to 20 minutes long and new stuff comes on about every other day.

## Oyster Bay Railroad Museum Update

Like everyone else affected by COVID-19, the Oyster Bay Railroad Museum has had to curtail events such as formal work sessions, meetings and of course, opening our facilities to the public. This however has not prevented some of our most dedicated volunteers from coming up to perform work on various projects. Moreover, it has inspired them to find new ways of utilizing technology to reach our followers.



Members have taken turns creating video clips, averaging three to five minutes each, of the various pieces of equipment, structures and other areas of interest, in and about the museum. They have been posted on their Facebook page "**OYSTER BAY RAILROAD MUSEUM**" as well as YouTube, and have generated an enormous amount of interest. If you like trains and LIRR history, you're encouraged to check it out. There are currently about 15-20 posts, with more on the way!

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 following price list is for LIST members only!



# _____	LIRR Multiple Unit Cars by M. Boland *new book	@\$48 each Total _____
# _____	LIRR Main Line East by D. Morrison *new book	@\$18 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland	@\$48 each Total _____
# _____	LIRR Oyster Bay Branch	@\$18 each Total _____
# _____	2020 LIRR Calendar [a few copies remaining]	@\$8 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	@\$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 <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 _____
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# _____	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 Vincent Seyfried	@\$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\*\*\*\*\*





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