



SEMAPHORE



January 2021

The LIST September meeting will be held on **Friday, December 15th, 8:00pm.**

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom. Please see details and directions on how you can join the meeting as provided by Ed Koehler on page #3.

THIS MONTH:

We will be celebrating the publication of member Dave Morrison's latest book from Arcadia Publishing. This work covers the Long Island Rail Road's Babylon Branch.

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

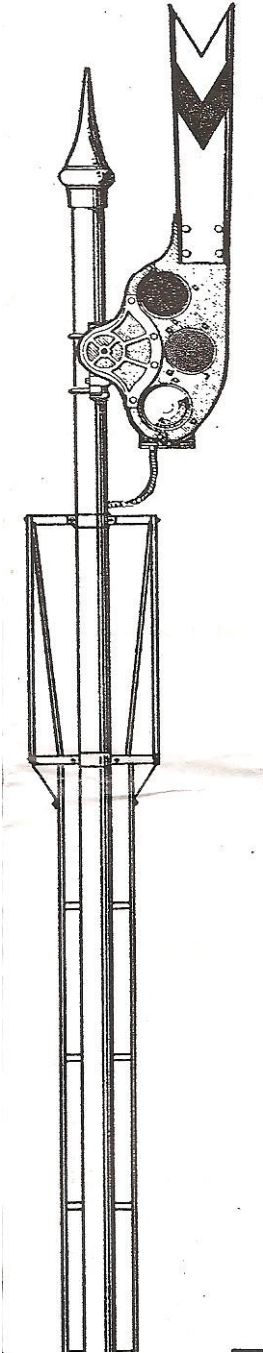
LIST-NRHS.org

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!



# _____	LIRR Babylon Branch by Dave Morrison NEW	@\$18 each Total _____
# _____	2021 LIRR calendar [almost gone]	@\$8 each Total _____
# _____	The 185 th Anniversary of the LIRR book	@\$12 Each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland	@\$48 each Total _____
# _____	LIRR Main Line East by D. Morrison	@\$18 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by 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 _____
# _____	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 by Morrison	@\$18 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 _____

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, add 8.625% tax to the total of the merchandise PLUS the shipping] *****NY
RESIDENTS, THE COST OF THE MAILED CALENDAR IS \$12.49



December Meeting Information by Ed Koehler

JANUARY MEMBERSHIP MEETING

We will be celebrating the publication of member Dave Morrison's latest book from Arcadia Publishing. This work covers the Long Island Rail Road's Babylon Branch.

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom®. Around 7:50 PM on January 15, 2021 you can connect to the meeting by entering the below link in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. You will be brought to the opening screen of Zoom® where you will be queried for your name. After entering your name hit return again and you will be placed in the 'Waiting Room' for the host to admit you to the meeting. If you want to speed up the process, go to <https://zoom.us/freesignup> on the Internet and select 'Sign Up, It's Free' (Do not enter your work E-Mail on this page.) Do note that your normal internet charges will apply for both the meeting and the sign up.

FRIDAY, JANUARY 15, 2021 AT 8:00 PM

After a brief business session, we will be offering a presentation, details above.

To attend this virtual meeting, please click on this link:

<https://us02web.zoom.us/j/86403326915?pwd=aU5NbWY0Zk4zSctGQjIjXmWpjWmp1dz09>

Meeting ID: 864 0332 6915 Passcode: 620338

One tap mobile

+19292056099,,86403326915#,,,,*620338# US (New York)

+13126266799,,86403326915#,,,,*620338# US (Chicago)

Do note that your normal internet or cell phone charges may apply.

In the future we would like to be able to send you a blind E-Mail directly with the link for the meeting so you will be able to access the meeting via a single click. If you have not already, please send your name and E-Mail address to EdwardMKoehler@nyc.rr.com as he will be compiling a group E-Mail list for the Chapter. If you have already done this, you have no need to do it again.

Any questions or problem with Zoom® please contact Ed Koehler at EdwardMKoehler@nyc.rr.com or call him at 917-603-4276.

Do you have something to offer? If you have a computer based presentation or want to do a lecture via a computer based camera (or a combination of both); please send an E-Mail to President Steve Quigley at csquigley@optonline.net and we will talk.

THE LIRR MODELER by Mike Boland

This Month's Feature:

MODELING PENNSYLVANIA RAILROAD BOXCARS PT. 1

Much has been written and said about the Pennsylvania Railroad, once known as “The Standard Railroad of the World.” This may have been somewhat ironic, in that

much of its equipment—motive power, passenger cars and freight cars—were anything but standard and specific only to the PRR. As for its freight car fleet, the PRR, through its history until the Penn Central merger in 1968, had the largest in the United States. PRR boxcars went everywhere, were seen everywhere and were photographed everywhere. There were about 120,000 PRR freight cars rolling across the railroads of this country.

Nonetheless, I’m going to do my part here and write about a specific PRR boxcar, the 40-foot single door X43. As I said, much has been written about PRR boxcars but in this case, I want to write about the X43 boxcar, a car I want on my model railroad and on my freight car roster. I want a number of PRR boxcars on my layout, all types of PRR boxcars including the X43. I’ll be writing about boxcars and what cars to have in the future as it is a most interesting subject but for now, I’m sticking with just one car, this car, the X43. I want to have several X43 boxcars on my layout.

This is actually easy to do because Accurail has recently brought out an HO kit of the PRR X43 and it is decorated in the “Circle Keystone” paint scheme, which is my favorite scheme. I don’t know why but I think it is so classy that I needed more than one on my layout and freight car roster. So that’s the good news but the bad news—if there ever is bad news in the world of model railroading—is that like many of Accurail’s releases of HO rolling stock, only ONE car is brought out.

Now, to be fair to Accurail, they lately have been releasing three-car sets of one piece of rolling stock, decorated for one railroad but with THREE road numbers. This, though, was not the case with my PRR X43. As I said, I wanted more than one car; I settled on three. Then I found out about how Accurail provides a solution to overcome this inconvenience and allows for multiple road numbers in an easy solution. The solution? For this model and many others, Accurail offers a decal sheet for sale for sale at a most reasonable price that will allow the modeler—in this case, me—to number more than one car for the same scheme for the same railroad. It’s an ingenious and simple way for multiple-car modeling!

Multiple road numbers are printed, along with the background of the boxcar’s basic color on a sheet of decal paper that can be purchased separately and this makes multiple-car modeling a snap. The sheet and its additional car numbers, when purchased, can be cut out and placed over the as-printed road number in an almost-perfect match, allowing the car to be renumbered.



THE LIRR MODELER...continued by Mike Boland

So if you wish to have three roadnumbers, you can keep the existing roadnumber of the first car you purchased and then change the numbers of other cars you acquire. The additional decal set is quite reasonably priced, at \$3.00, and all you need to do is to send in the slip of paper or small coupon that Accurail places in the car's kit to do this. You'll get the additional road numbers by mail—hopefully in a not-too-long time period—and then you are all set to go.

My Accurail X43 boxcar came lettered in the "Circle Keystone" paint scheme. This standard and classic scheme was used for quite a long time and was replaced by a later scheme. I decided to keep this scheme and was quite happy to believe that the car had been painted in an accurate rendition of PRR Freight Car Color (similar to Floquil's old Zinc Chromate color as well as Scalecoat's version of this color). This is a bright, rusty red-brown. In later years it is believed by many that this color slowly morphed and changed to a deep, dark brown, but that's another story for later boxcars and I'll get to that in future writings.

My car, Accurail #3558, is listed as a Pennsylvania 40-foot AAR single six-foot door steel boxcar. The car is accurately decorated and numbered 603842; it certainly seems to be the right freight car color in my eyes so I didn't do a thing to it, except assemble it and change the numbers of the second and third cars I bought.

Next time I'll work on using this innovate decal set to letter my second and third PRR cars to give them different road numbers.

More about that next time.



Until then, happy modeling and Happy New Year from the LIRR Modeler!

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

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. I hope you have a HEALTHY New Year!

PLEASE READ THE FOLLOWING IMPORTANT ITEMS!

Regretfully, I am canceling this month's IN PERSON January LIST Chapter meeting. We will resume our in person meetings as soon as possible.

WE WILL HAVE A ZOOM MEETING THIS MONTH ON JANUARY 15th. Please see this edition of the Semaphore as to how you may attend through your PC our Zoom meeting. In the future, we plan on conducting our in person meetings as well as having a Zoom meeting at the same time. Many thanks to Chapter member Ed Koehler for setting up and handling the technical aspects of our Zoom Meeting. For now, our Zoom meetings are available to LIST Chapter members only and invited guests, not to non-members.

If you have already sent in your dues for 2021, we thank you. If not, please send in your dues as soon as possible. Please send your dues to Alan Mark, our Treasurer. His address was on the dues renewal form in the November and December editions of the Semaphore.

Chapter member Dave Morrison is the presenter of our January meeting. Dave will present a show on the Babylon Branch which is the topic of his latest, 8th, book in his series of Arcadia Publishing books on the LIRR.

I have read a copy of the Babylon book and it is an excellent book on the Babylon Branch. There are many photos of trains and stations that I have never seen before that I know will interest you.

Congratulations to Dave on his excellent book in his series of informative books on the LIRR!

As usual, Chapter members receive a discount off the retail price. Please see the order form in this edition of the Semaphore.

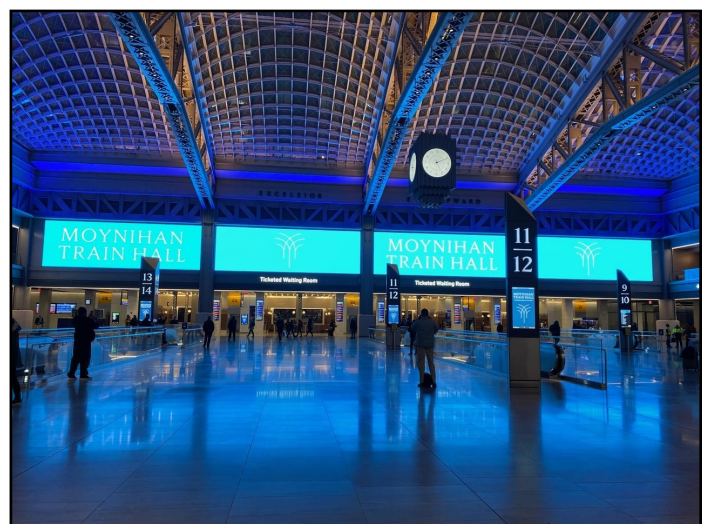
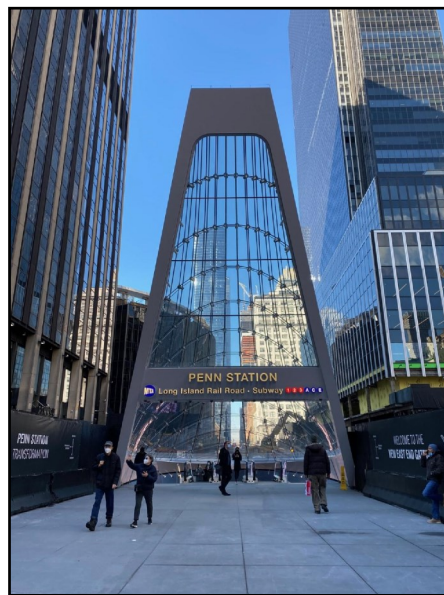
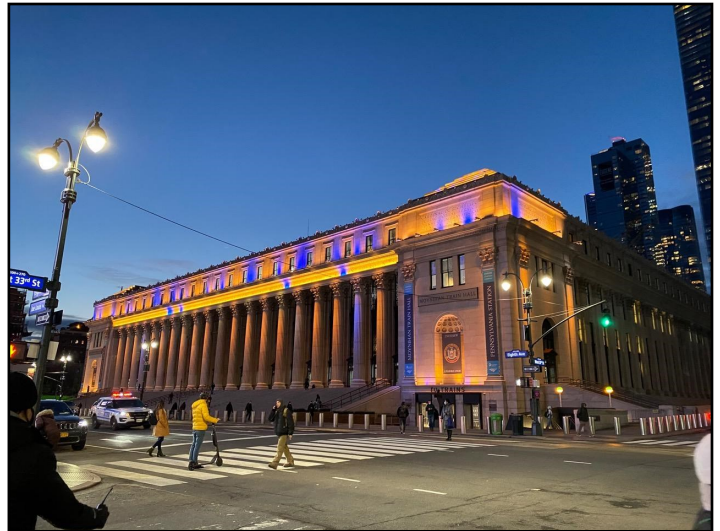
We have only a few copies remaining of our 2021 LIRR calendar. Many thanks to Chapter member John Grocki for selling a substantial quantity of our calendar. All of the members of the calendar committee are all volunteers and I thank them for their time and effort.

We are planning a rail trip to Greenport with a date of April 24th 2021. This date happens to be the 187th anniversary of the LIRR. We will be including in the price of the ticket a book, a special pin and a booklet telling the story of the First Train to Greenport. We will have a docent on board who will tell us the history of the Line to Greenport and describe interesting aspects of this line. In addition, there will be raffles on board the train and other fun and interesting things.

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



Moynihan Train Hall Photos by Lauren Glucksman Rubinstein



Long Island Rail Road News

On December 31st, the new East End Gateway entrance to the LIRR was officially opened to the public. The entrance located at 7th Avenue and 33rd Street provides for the first time direct access from the street to the LIRR Concourse. With a glass and steel canopy that is 40' over the sidewalk, the project includes 3 new state of the art escalators and a staircase that effectively doubles access to the LIRR Concourse. The new escalators are equipped with smart features that include heaters for cold weather and a sleep mode that shuts off the escalators when they are not being used. This sleep mode will save energy and increase the longevity of the escalators.

The glass and steel canopy at street level allows natural light to filter down to the LIRR Concourse through 139 unique, double-curved glass panels. It provides a view of the Empire State Building from the ascending escalators. The underside of the canopy has a 1,988 sq. ft. map of the NY Metropolitan region.

The East End Gateway is Phase 1 of a larger Penn Station transformation project to improve the LIRR Concourse. Phase 2 began in the Fall of 2020 and will include higher ceilings, new signage and improved circulation. Phase 2 will double the width of the LIRR Concourse from 30' to 57' and raise the ceiling height to 18'.

On 12/23/2020, it was announced by the MTA that all trains on both the LIRR and Metro-North are operating in PTC [Positive Train Control]. The Federal Deadline of December 31st was met with a few days to spare. The LIRR achieved full interoperability with Amtrak which runs in joint territory between Penn Station and Sunnyside Queens. All LIRR 305 route miles are fully operational with PTC.

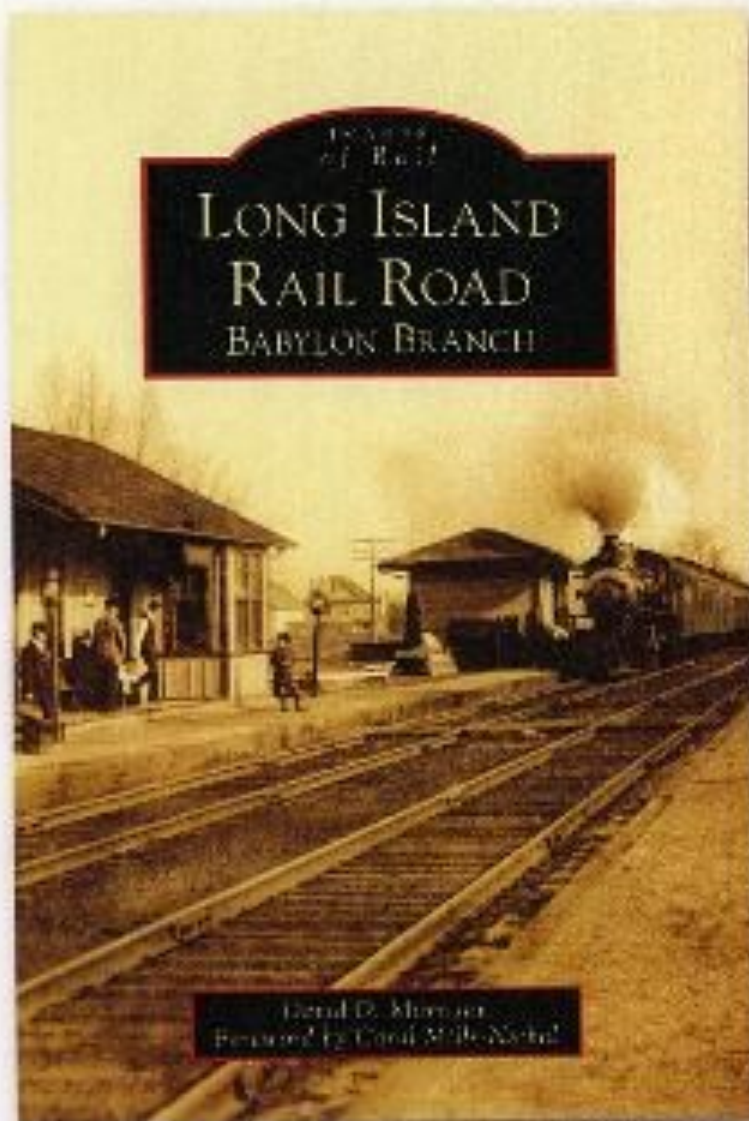
At the November MTA Board meeting, LIRR President Phillip Eng mentioned that the LIRR achieved another milestone in its quest to implement CTC [Centralized Train Control]. Recently, LIRR crews completed the cutover of Divide Tower in Hicksville and Brook Tower to Jamaica Central Control [JCC] in the AirTrain Building which is just south of the Jamaica Station platforms. Queens Tower was closed in January of 2020 and Nassau Tower was closed in July. Nassau Tower is expected to be demolished shortly as it is in the path of the 3rd track from Floral Park to Hicksville.

However, due to the need to spread people out during the pandemic, the operators at Divide Tower will be staying to avoid crowding at JCC. The current Divide Tower building was constructed in the early 1960's when the Main Line and Port Jefferson Line were grade separated through Hicksville and the tracks elevated. The Tower opened in September 1964 replacing the prior tower which opened in 1909. It was given the name "Divide" in 1939 replacing the prior name of HN Tower. Control of all of the interlockings on Port Jefferson Branch was handed over to Divide in 1961 and all of the interlocking of the Ronkonkoma Branch were handed over to Divide in 1987 when the Ronkonkoma Branch was electrified.

Brook Tower is just east of Atlantic Terminal in Brooklyn and was named Brook in 1937. The original Brook Tower was built in 1909 as FT Tower and was closed in 1999. The operators in Brook Tower have been relocated to another office within Atlantic Terminal.

Once Divide Tower closes, the LIRR will have only 3 remaining towers in operation. They will be Babylon Tower which controls all interlocking east of Babylon, Lead Tower which is adjacent to Long Beach and Valley Tower in Valley Stream.

A New Book By Dave Morrison



Release date:

January 18, 2021

The Long Island Rail Road is the oldest railroad in the country still operating under its original name. It is the busiest railroad in North America, with 90 million annual riders on 735 trains covering 11 different branches. The Babylon Branch, which serves 15 stations from Valley Stream to Babylon, carries 18 million annual riders over its 20-mile right-of-way. The branch has been totally electrified since 1925 and has not had any street crossings at grade since 1979. There are three signal towers and four junctions for other branches on this line. Two railroad museums are housed in former branch station buildings, those being Wantagh and Lindenhurst.

David D. Morrison is a retired branch line manager and railroad historian. Author of seven other books in Arcadia's Images of Rail series, he is a major contributor to the website trainsarefun.com. He is a charter member of the Railroad Museum of Long Island as well as cochair of the Oyster Bay Railroad Station Restoration Committee. Long Island's major newspaper, Newsday, often seeks him out for historical railroad information. He has given countless presentations to libraries and historical societies and continues to enjoy doing so. He is a longtime member of the Long Island Sunrise Trail Chapter of the National Railway Historical Society.

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Happy
2021!

