



SEMAPHORE



February 2021

The LIST September meeting will be held on **Friday, February 19th, 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:

Mike Boland will provide a presentation titled "So you want to Model the LIRR." Mike will tell us why modelers should consider the LIRR with a look at prototype photos of the LIRR in its many facets. The presentation will appeal to modelers as well as LIRR fans.

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

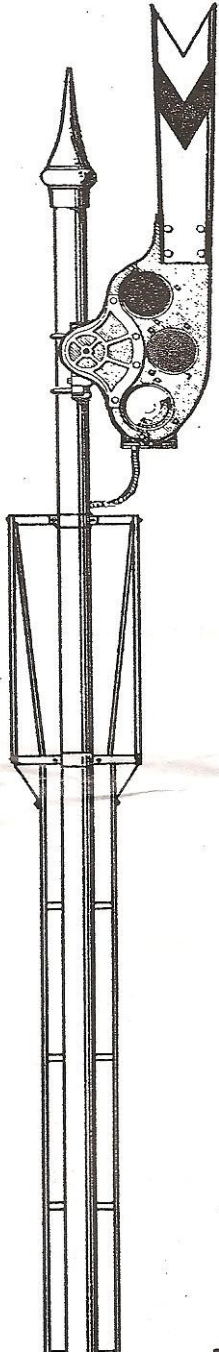
LIST-NRHS.org

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



February Meeting Information by Ed Koehler

FEBRUARY MEMBERSHIP MEETING

We will be celebrating the publication of member Michael Boland's latest book from Morning Sun. Please keep in mind that this meeting is for members only' please do not share login information.

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom®. Around 7:50 PM on February 19, 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, FEBRUARY 19, 2021 AT 8:00 PM

After a brief business session, we will be offering a presentation by member Mike Boland: "**So You Want to Model the LIRR?**", a PowerPoint® show. This presentation, with a multitude of color and black and white prototype LIRR photos of everything from stations to bridges to tugboats to passenger cars (of course!), takes an in-depth look at the Long Island Rail Road and why modelers should model 'The Route of The Dashing Commuter'. Railfans, modelers and LIRR buffs all will enjoy this one-hour show not seen before.

To attend this event:

<https://us02web.zoom.us/j/85189747568?pwd=VEdZR3RRZ09aak9ZeIRJSnU2YVNDZz09>

Meeting ID: 851 8974 7568 Passcode: 541115

One tap mobile

+19292056099,,85189747568#,,,,*541115# US (New York)

+13017158592,,85189747568#,,,,*541115# US (Washington DC)

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 for another event, 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. 2**

Last time I wrote about wanting to have more than one PRR X43 40-foot boxcar in my fleet of freight cars on my roster. Sometimes this can be a problem when a manufacturer brings out a model with a single road number. A number of manufacturers have overcome this by bringing the same model out in several road numbers such as Atlas, Athearn and Walthers. Some manufacturers have even made models with no road numbers; this allows the modeler to go ahead and assign his own road numbers to the cars.

As I mentioned last time, Accurail uses a novel method to overcome this for modelers such as myself; they have printed and have available for sale a small sheet of decals that are usually white lettering and printed on the color of the respective boxcar, usually Boxcar Red in color. In this case, it's PRR Freight Car Color. My X43 boxcar had road number 603842. For my second car, I decided to salvage a portion of the original number on the car. Why make it more difficult? And I'll do the same thing with my third X43 since I have three of them on my freight car roster. So, for the second car, I decided that I would simply change the last two digits of the car number. I would add a 08 to the car, making the new number 603808! I cut two small sets of 08 decals for the car sides and did the same for the car ends. Don't forget the car ends to keep your model accurate! You don't want a car running on your layout with two different numbers, do you? I don't! Take your time on this and the reward will be easy to see.

For my third car, I think I'll use a totally different number from my decal set.

Accurail decal sheets work very well and it's an almost-perfect match. With a little weathering and the appropriate coats of Dullcote by Testors no one will know the difference. This works out so well that I just might purchase two or three more of these cars and renumber them with the decal set that I still have. Remember it has twelve sets of numbers so you can handle a good number of these X43 boxcars in the classic PRR "Circle Keystone" paint scheme, which is my favorite.

Incidentally, Accurail has been very good to operators who need PRR boxcars on their layouts. One of their latest releases is a three-car set of PRR X29D 40-foot boxcars in the "Shadow Keystone" paint scheme with their slogan "Don't Stand Me Still!"



THE LIRR MODELER...continued by Mike Boland

Accurail has also brought out a 50-foot X56 double-door boxcar in the "Shadow Keystone" paint scheme and a X54 PRR plugdoor boxcar. These cars, combined with my fleet of Red Caboose PRR X29 boxcars, will make for a good representation of the PRR in my freight car fleet. When my Funaro & Camerlengo fleet of resin-made kits are completed, I'll have a good number of X29B's, X29D's, X37's and X38 boxcars which I think will be more than enough for a proper PRR fleet of boxcars. I'll also be adding some PRR gondolas and hoppers so this will make it the proper fleet for "The Standard Railroad of the World," as the PRR was known in its heyday.



Until next time, when I write about a Pennsylvania Railroad passenger car, the P70, happy modeling!



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. PLEASE READ THE FOLLOWING IMPORTANT ITEMS!

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

WE WILL HAVE A ZOOM MEETING THIS MONTH ON FEBRUARY 19th. 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.

I HAVE PURCHASED COPIES OF "Waterfront Railways of N Y Harbor" by Robert Yanosey It is a MorningSun full color 96 page book that has 14 pages and 16 pictures showing LIRR marine operations and its float bridges. The book also shows several other railroads marine operations. The retail price is \$39.95 but for Chapter members the cost is \$30. Shipping is \$3.50 and the tax is \$2.89 for books shipped to a NY State address. This is NOT on our order form; if you wish to buy a copy just include a note with your check.

We are still 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 in the final stages of reviewing Chapter member Bob Sturm's book on The History of the LIRR 1949 to 1980. We will be sending it to our printer shortly. Our Chapter is sponsoring the book with Bob. The book will have color and black and white photos as well as telling the story of why and how things occurred on the LIRR. We are using the printer who prints the Semaphore and who printed our 175th and 185th Anniversary books. This important book on the story of the LIRR should be available to LIST Chapter members in early March. The price is being finalized but as usual, Chapter members will receive a discount off the retail price.

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.



Long Island Rail Road News

The LIRR's Main Line between Hicksville and Floral Park continues to see changes and as the Main Line Grade Crossing Elimination and Third Track Project continues. Progress is being made at a steady pace along the entire corridor in this \$2.6 Billion project. However, on weekends when the Main Line is shut down, if you wish to travel to Ronkonkoma for example, you must take the train to Babylon, change at Babylon for the train to Hicksville along the Central Branch and then go from Hicksville to Ronkonkoma. It looks like a "Z" maneuver.

The following are some updates on the various road crossings and stations along the Main Line.

The New Hyde Park Road underpass was opened last August marking the elimination of the busiest and most dangerous crossing along the stretch of track. [At one time the Herricks Road crossing was the busiest crossing in the entire U. S. with the number of cars and trains each day] The Covert Avenue underpass was completed in 2019. This past October, the South 12th Street crossing was permanently closed to traffic. Only a pedestrian underpass will exist there. Work on the station is ongoing with a new "kiss and ride" loop being installed just east of NHP Road. Nearly 25% of all riders are picked up or dropped off at the stations.

Just east of the Merillon Ave. station, new switches + signals have been installed, this will be the new Nassau 1 Interlocking. The signals appear to be the same reduced aspect signals that were first introduced between Farmingdale and Ronkonkoma as part of the Double Track Project.

At Mineola, work on the station platforms reconstruction is continuing with most of the North and South platforms being demolished with riders using temporary platforms west of the station building. The south station building waiting room was demolished months ago. Willis Ave. grade crossing has been eliminated and will be replaced with a new vehicle underpass. Main street crossing is open but will likely close in the future. A pedestrian overpass will be installed at this location. As of when I wrote this, the Nassau Tower and Substation still existed but could be torn down shortly. Word has it that the substation will be demolished first, then the tower.

At Carle Place, the new station platform has been constructed with a new pedestrian overpass in place. The new pedestrian overpass has an elevator and appears to be similar to the one at the new Wyandanch station.

At Westbury, the Urban Avenue crossing was eliminated in 2019 with the School Street crossing completed several months ago. Just north of the Westbury Station, a new 683 space parking garage has been constructed and will be completed shortly. The tracks over Post Avenue have been raised providing higher clearance so that trucks will no longer strike the bridge with the resulting damage and delays.

An A – B – A set of privately owned ALCo FA-2 locomotives will be restored to operating condition and painted in the Pennsylvania Railroad's freight colors which will be Brunswick green with a single yellow stripe. The ALCo cab units are currently at SMS Rail Services shop in New Jersey where they are being restored to service. The first one was fired up/started in October. Most of the FA's were retired and scrapped in the 1960's and 1970's but several were saved and turned into HEP and control cabs for the LIRR by GE.

Last October former LIRR 602 which was originally the L & N #309, moved under its own power in nearly 50 years. Mechanical restoration of former LIRR #602 which was originally L & N #617 will follow while the B unit will remain unpowered. The owner, Bobb Losse Sr. does not want to rush or set any timetables, he wants to paint the two ALCo's together rather than painting one now and the other in the future when both are running.

LIRR Adelphi University Classroom Car by Robert L. Myers

There are numerous articles written on this subject, but from personal experience, I offer the following memories.

When I graduated from Oklahoma State University (Cowboys) in 1968, I was intending to pursue a master's degree when a letter from Uncle Sam intervened. Upon my return from Vietnam on Thanksgiving Day 1970, I took time to travel around the USA, get married and get settled in Greenlawn, N. Y.

I started commuting into NYC immediately in 1973 and about one year later, I heard of a program that the LIRR was instituting called EDU-TRAIN, where one could obtain a master's degree. I applied and was accepted and discovered that Uncle Sam (because of my Army hitch) had a G. I. Bill that would cover all my expenses (from tuition @ \$115 per credit to books, etc.).

The program may have changed over the years it was in existence, but when I attended classes, it was 3X a week (MWF) for 15 weeks. At the time, there were two locations where these classes originated...Greenlawn & Speonk.

The train I took in the morning (which happened to be the classroom train) ran from Greenlawn (at 6:58 am) express to Jamaica (class started in Greenlawn) and then on to Hunterspoint Avenue, where the class ended for that run.

The car used on my train on the Port Jefferson Branch was an ex-B&M car, known to buffs in slang as an "American Flyer Car". The car was leased from the LIRR by a person who had approached several Colleges and Universities, attempting to get a rolling classroom on wheels, only to be rejected except for one, Adelphi University.

As the story goes, a commuter from Connecticut was commuting into NYC daily, getting home to his wife at night, shoving down a quick dinner, and then several nights a week ran right off to attend College night courses. He was exhausted and thought there must be a better way to accomplish this goal and created the idea of a rolling classroom.

The idea proved to have great merit (I believe he instituted this on a Connecticut train run first and then approached the LIRR). The person at Adelphi who headed up the program was Professor Greg Gutman, and it was reported that at one time, all the different colleges within the University were losing money except for one...EDU-TRAIN.



LIRR Adelphi University Classroom Car...continued

I had taken several classes on the night run out of Hunterspoint RR Station as well, and it was a wonderful experience for me. A great bunch of fellow commuters and many excellent professors made obtaining the degree worthwhile.

The car was set up (for that time-period 1974-1977) in an efficient fashion. The windows were covered with a plastic coating that allowed light in but no view out the window so that students would not be distracted by passing stations, trains, or other commuters on platforms, all along the Right of Way.

The car was split into two sections...normal seating in the east section, then seats removed to allow space for a blackboard, overhead projector, etc. and microphones for each student hanging from the overhead baggage racks. Then in middle of the car was a space for lockers to secure the items mentioned above, with a door into that area and another door to access the west end of the door, where another classroom was set up in a similar fashion...well done indeed.

One of the (minor) negative aspects was the car was right behind the engine westbound and the horn (at times) was distracting when trying to listen attentively to the lesson at hand.

All in all, a great experience and I obtained my master's degree in business (MBA) with a major in Marketing without ever setting foot on the Adelphi campus except for one class which required a 3-hour Math final (ugh!), which if not for my wife, I would not have passed.

Sadly, after a long successful history, the program ended (the fellows and gals I commuted in with jokingly stated that the entire LIRR commuter population received their degrees, and no one was left to attend!!!). I honestly believe that if this type of program, however modified, was still in existence or reinstated, it would be heavily attended (efficient use of time, etc.).



All photos obtained online from Google search.

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

MTA COVID-19 COMPLIANCE



How to wear a mask:
Cover your nose and mouth.

 Nope.

 Not quite.

 Try again.

 That's the one!

Face coverings are required on public transit.

