



SEMAPHORE



May 2021

The LIST May meeting will be held on **Friday, May 21st, 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.

Please note this meeting will be accessible to LIST Members **ONLY.**

THIS MONTH

The May 21st LIST zoom meeting guest presenter will be Leslie Mesnick, Principal of The Calladium Group. Leslie's presentation will be in 2 parts; The 1st will be the LIRR Expansion Project which is the 3rd Track between Hicksville and Floral Park.

The 2nd part will be on the East End Gateway & LIRR Concourse Project at Penn Station.

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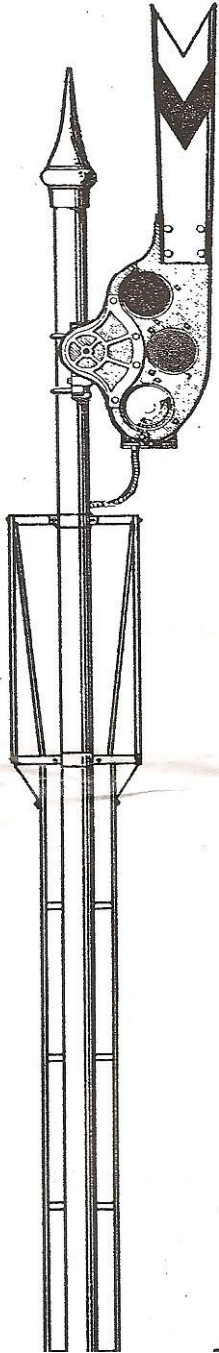
For regular updates and other important information, visit: www.LIST-NRHS.org

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 _____
# _____ 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 \$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.

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

May Meeting Information by Ed Koehler

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom®. Around 7:45 PM on May 21, 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, MAY 21, 2021 AT 8:00 PM

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

May 21, 2021 at 8:00 PM eastern time, **7:00 PM** central time: Our guest speaker will be Leslie Mesnick of the Cassadium Group who will be briefing us on the current status of the Long Island Rail Road's Third Track Project between Floral Park and Hicksville. She will also be available for a question and answer session.

To attend this event:

<https://us02web.zoom.us/j/86991357536?pwd=TEFCSWRZTVdCMmp2RXdaQnhNb3dOQT09>

Meeting ID: 869 9135 7536 Passcode: 902877

One tap mobile

+19292056099,,86991357536#,,,,*902877# US (New York)

+13017158592,,86991357536#,,,,*902877# US (Washington DC)

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

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.

During last month's meeting approximately four individuals shared the log in information with individuals that did not pre-register for that special event with LIRR President Philip Eng. There were reasons that this meeting attendance was controlled differently and the act of sharing this log in information could have reflected unfavorably upon our organization. Please consider your integrity going forward.

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.



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!

If you move or change your address, please send me note or an email so that I have your current address. If you are a Florida "snowbird," let me know when you move either way

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

WE WILL HAVE A ZOOM MEETING THIS MONTH ON May 21st. 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 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.

WE WILL BE HAVING LIST ZOOM MEETINGS IN JULY AND AUGUST! Presenters have been lined up for the July meeting. The meeting will be shorter than normal, possibly 1 hour in length.

LIST is a distributor of the Conrail Quarterly which is a publication of the Conrail Historical Society. It is an excellent full color magazine which retails for \$12. We have several editions in stock that we will sell to Chapter members for \$7 plus \$2 shipping cost. New York State residents do not pay tax as this is a magazine.

We have purchased copies of "Waterfront Railways of N Y Harbor" by Robert Yanosey. 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 have very few copies of the Arcadia Publishing Co books The LIRR 1925-1975 and the additional book, Revisiting the LIRR 1925-1975 by David Keller and Steven Lynch. These books were published in 2004 and 2005 respectively and the price for Chapter members is \$18. S+H is \$3.50; NY State residents must add \$1.85 tax. These books are not on our order form as we have only a few copies. Just include a note with your check.

Chapter member Bob Sturm's book on The History of the LIRR 1949 to 1980 is at the printer. This important book on the story of the LIRR will be available to LIST Chapter members in late May. The price is being finalized but as usual, Chapter members will receive a discount off the retail price. We will have a special price if both editions of the History of the LIRR are purchased together.

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 as we have to retype mailed copies.



Long Island Rail Road News by Steve Quigley

LIRR timetables which have been printed in various versions since the 1830's will not be printed any longer. This is due to various reasons which include cost cutting as well as the fact that the LIRR schedules have changed many times in the past year.

As a result of the above, several members of LIST are in the process of publishing a commemorative book on the history of LIRR timetable/schedules. The book is in the early stages so if you would like to contribute to any aspect of this book, your assistance would be appreciated. Among other things, we are looking for old timetables to copy and show in the book. All items will be returned to the owner. The book will be published by LIST.

A LIRR commuter was reunited with \$107,000 worth of jewelry in April that he accidentally left on a Port Washington train. Thousands of items are left on LIRR trains each year with many being umbrellas, phones, wallets and other items of daily life. [A relative of mine left his wallet on the train, someone turned it in and it was returned with all items included] As happens, the LIRR rider was distracted by a phone call and thus he left the bag containing the rings on the train when he departed at the Plandome station. LIRR conductor Jonathan Yellowday noticed in the 5 seater that there was a plastic bag containing 36 rings. Protocol requires the conductor to leave any items found on a train at the nearest lost and found station which would be Port Washington. However, the conductor decided to return the items to the owner as soon as possible. He then brought the package to the MTA Police station in Penn Station with the police then trying to contact the owner. The owner was found and the next day, he returned to Penn Station to pick up the jewelry. The conductor was summoned to Penn Station where the owner of the jewelry was anxious to meet him. LIRR President Phillip Eng presented Conductor Yellowday with a plaque and commended him for his actions. The owner of the jewelry intends on giving the conductor a token of his appreciation, a ring!

On Monday, April 19th, LIRR President Phillip Eng held a press conference at the Oyster Bay Train Station in which he announced that the LIRR has entered into an agreement with Alstom to test battery operated M-7 train cars. There will be an 8 month initial analysis and upon successful completion of the study, batteries will be installed in a 2 car set of M-7's. When the M-7's are operating on an electrified stretch of LIRR track, they will operate on 3rd rail power. When the cars travel to unelectrified track such as the Oyster Bay line past East Williston, the cars will switch to battery power. If the test is successful, riders on the Oyster Bay line will no longer have to "Change at Jamaica" for the rest of their trip into Penn Station.

At the press conference, LIRR President Eng stated "Embracing new technology might allow us to essentially electrify the entire railroad without the need for billions of dollars in massive capital investments." The billions of dollars would be needed to electrify the lines east of Babylon, east of Huntington, east of Ronkonkoma and all of the Oyster Bay line. The Oyster Bay line was chosen for the test due to its short 13 mile track. Technicians will investigate where recharging stations need to be built. "Part of the analysis will tell us if we need additional charging stations for longer distances, how fast can a battery recharge in a 60 second station stop and if we decide to go further, how many charging stations would be required," President Eng stated.

Continued on page 7



Photo courtesy Dave Morrison

***THE LIRR MODELER* by Mike Boland**

This Month's Feature: BROADWAY LIMITED'S NEW RUN OF PENNSYLVANIA RAILROAD P70 COACHES PART 3

Let me finish my review of the Broadway Limited run of Pennsylvania Railroad's P70 passenger coach. There have been a number of models of this car through the years and it is believed that the first came out in 1940! Walthers also offered a stamped-metal sides model of this car and Alco Models, a brass importer, brought out a plastic model of the P70, P70FBR and the P70FAR. These kits were offered later by Eastern Scale Models and were available for many years. Sadly, these kits had crude details, were difficult to assemble and had the wrong underbody details. However, I still have a couple of these kits and do hope to model LIRR parlor-observation car #2000 Jamaica at some point, but more about that later. Bachman brought out a ready-to-run P70 but apparently it copied the Alco Models car, which meant it had many of the same mistakes. NKP Car Company still offers kits with brass car sides for the later versions of the P70. About seven years ago both Walthers and Broadway Limited announced plans for a P70 but Walthers dropped out and left the market to BLI.

The cars were offered in two paint schemes. The first scheme was in Tuscan Red with the three-stripe paint scheme that began to appear in the fall of 1947. In 1952 a Dulux Gold (a pale yellow) began to replace the original Gold Leaf lettering and stripes and an even more-simplified paint scheme—one without PENNSYLVANIA and stripes—appeared in the summer of 1962. BLI has offered four-car sets as well as individual cars, too. Below is what Tim Garner, a big PRR modeler said about the cars.

Tim has pointed out that the relief on the details of these cars is too deep; it is too pronounced. I concur. Tim also stated that the rivet details on the roof showed too well; they are hardly seen on the prototype. He suggests a couple of coats of flat paint to overcome this.

The body can be removed by pushing the eight plastic lugs, four over each truck.

This is important should you want to add passengers to your car(s).

The car has lighting but as Tim points out, there are hot spots visible through the car and Time is working on a solution. He also painted the interior space a more correct color and added window shades and then passengers.

Continued on next page



THE LIRR MODELER...continued by Mike Boland

A note about the underbody: it's correct! The underbody with all its details is quite snappy-looking, especially the air-conditioned cars with the large underbody A/C unit. Hurray!

Time found the 2D-P5 trucks to be free-running and that the wheels needed a little tweaking. They could also use some painting.

Tim found that the kingpins holding the trucks to the underbody were tight and could use a little shaving to create more play, especially on curves.

To allow for a swinging, wide coupler, the air hoses and steam lines were moved away and toward the ends of the car by the stairs. Time changed his couplers and details, relocating them to where they should be on the prototype. You can do that, too!

All in all, this is an excellent model. Tim calls them "the best looking, most accurate plastic models [of the P70] yet produced." I say the same; you will, too!

Thanks, Tim for a great review and letting me share it with my readers!

Until next time, happy modeling!

Long Island Rail Road News...continued by Steve Quigley

This appears to be the first test of battery powered commuter rail cars in North America. Battery powered train cars have existed in Europe and Asia but this would be a first in North America. Battery powered trolleys and street cars existed on Long Island as long ago as 1910 but most were small single cars in comparison to the M-7 train cars. [I believe the Northport and Patchogue Street car lines as well as the Babylon Rail Road were battery powered at one time. There probably were other battery powered street car lines on Long Island. SQ]

Work on this program is already underway and as previously noted; the study is expected to be completed in 8 months.

Chapter member Dave Morrison and I attended this news conference which had in the background a 2 car set of M-7 cars as a backdrop. The M-7 cars were towed from Jamaica to Oyster Bay by two MP-15 AC diesel locomotives.



Notes from Some Very Old Timetables by Kenneth S. Katta

Collecting old Long Island Railroad timetables especially from the 19th century provides an opportunity to observe the changes in the schedule and extent of the service to commuters. Several timetables in my collection provide examples of changes that were made to the schedule of service in just several months. For example, the Summer timetable for June 15, 1879 provides the schedule for the North Shore Division, yet the similar Summer timetables for June and August 1881 provides the schedule for the same line but now termed the North Side Division. The schedule remained the same from 1879 to 1881.

Continued on next page.

Also referenced on these schedules were Rapid Transit Trains leaving Flatbush Ave. for East New York with no change in the 5¢ fare from 1879 to 1881. Also listed are stage connections at Great Neck, Syosset and Locust Valley, Cold Spring, Moriches, and Patchogue.

An unusual LIRR timetable is the November 1885 featuring the newly constructed Brooklyn Bridge (1883). This timetable also shows a complete map of the LIRR. Interestingly the Glen Cove Branch schedule listed extended only to Locust Valley and did not extend to Oyster Bay and become the Oyster Bay Branch until much later in June 1889. An indication of the advance of technology at this time was that telephone connections were available at the New York, Brooklyn and Long Island City ticket offices.

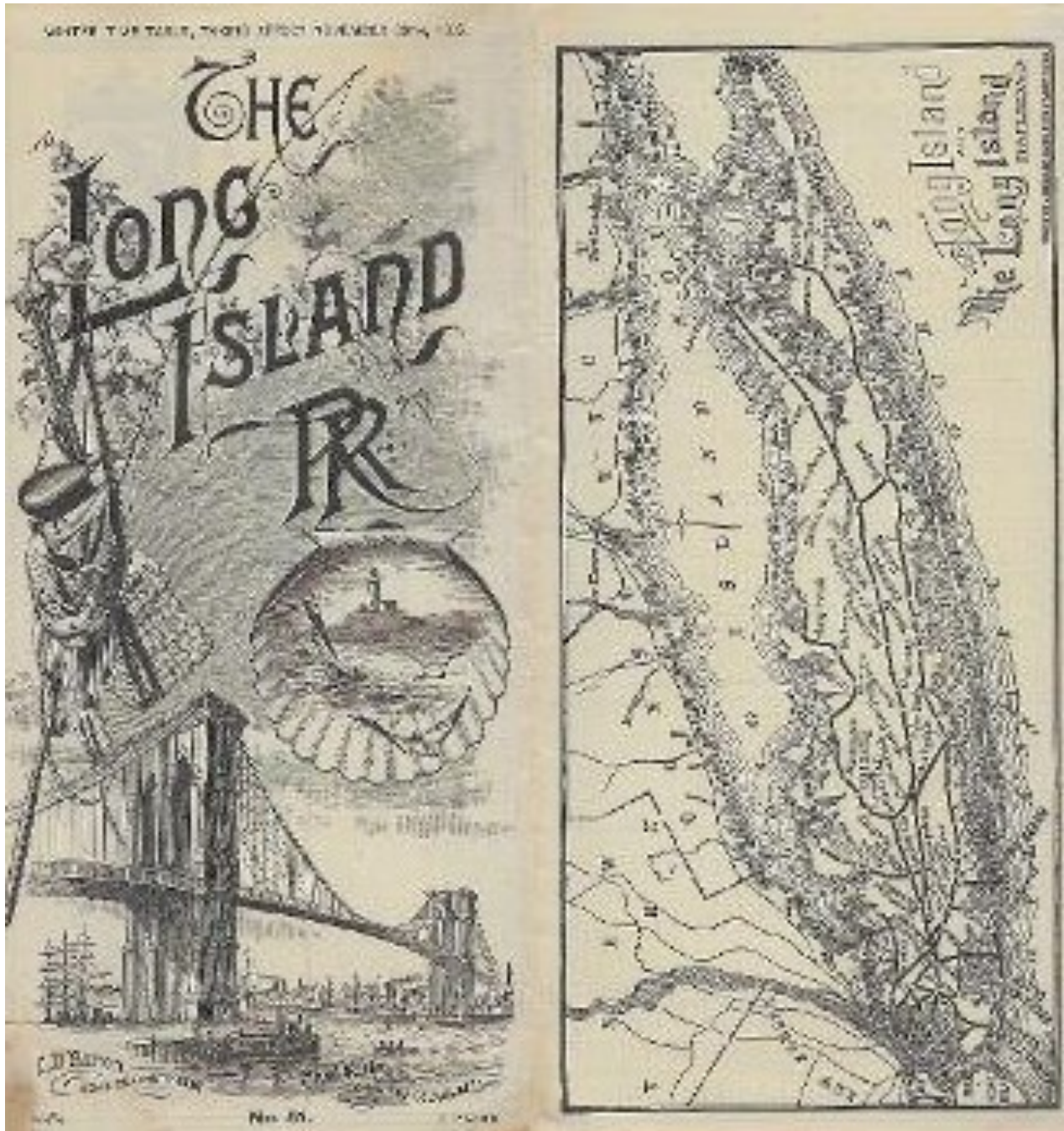


Fig 4- Nov 30th, 1885 LIRR Timetable featuring the Brooklyn Bridge

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

Manhattan Beach

AMUSEMENTS.

FIRST CONCERT JUNE 16, 1900.
PAGLIULLI'S BAND AND ORCHESTRA
 In the Music Amphitheatre.

THEATRE OPENS JUNE 29th, 1900
CHANGE OF BILL EVERY WEEK.

Commencing June 20th, 1900.
 Magnificent Pyrotechnical Display and
GREAT ORIENTAL FIREWORKS SPECTACLE
 By PAIN of LONDON
"FUJIYAMA"
 OR
"Japan in Flower and in Flame."

GREAT BICYCLE TRACK.
EXCELLENT SURF BATHING.

LONG ISLAND R.R.
ROUTE TO Manhattan Beach

WITHIN WORLD FAMOUS MANHATTAN AND ORIENTAL HOTELS

W. S. POTTER, CHIEF STATIONMASTER, 100 NASSAU ST., N. Y.
 H. N. SMITH, TRAVEL AGENT, 100 NASSAU ST., N. Y.

Manhattan Beach

NEW YORK TRAINS.

EXCURSION TICKETS, 40 CENTS.
 From E. 34th St., N. Y., and Long Island City.

TO EAST 34th ST., N. Y., and LONG ISLAND CITY.

Leave MANHATTAN 8:00 A.M., 10:00 A.M., 12:00 P.M., 2:00 P.M., 4:00 P.M., 6:00 P.M., 8:00 P.M., 10:00 P.M.
 Arrive LONG ISLAND CITY 10:00 A.M., 12:00 P.M., 2:00 P.M., 4:00 P.M., 6:00 P.M., 8:00 P.M., 10:00 P.M.

RETURNING
 To East 34th St., N. Y., and Long Island City and New York.

SPECIAL NOTES.

Information for Passengers.

EAST 34th ST. ROUTE.

Street Car Connections with East 34th Street Station, 10th and Madison Aves., Leave Every Hour and Half Hour from 7:00 A.M. to 11:00 P.M.

ELEVATED RAILWAY CONNECTIONS.

NEW YORK CITY TICKET OFFICES:
 100 Broadway, 500 N. 4th St., 100 N. 6th St., 100 N. 7th St., 100 N. 8th St., 100 N. 9th St., 100 N. 10th St., 100 N. 11th St., 100 N. 12th St., 100 N. 13th St., 100 N. 14th St., 100 N. 15th St., 100 N. 16th St., 100 N. 17th St., 100 N. 18th St., 100 N. 19th St., 100 N. 20th St., 100 N. 21st St., 100 N. 22nd St., 100 N. 23rd St., 100 N. 24th St., 100 N. 25th St., 100 N. 26th St., 100 N. 27th St., 100 N. 28th St., 100 N. 29th St., 100 N. 30th St., 100 N. 31st St., 100 N. 32nd St., 100 N. 33rd St., 100 N. 34th St., 100 N. 35th St., 100 N. 36th St., 100 N. 37th St., 100 N. 38th St., 100 N. 39th St., 100 N. 40th St., 100 N. 41st St., 100 N. 42nd St., 100 N. 43rd St., 100 N. 44th St., 100 N. 45th St., 100 N. 46th St., 100 N. 47th St., 100 N. 48th St., 100 N. 49th St., 100 N. 50th St.

THE LONG ISLAND EXPRESS

Will receive and deliver goods at any of the above office locations, and will receive and deliver goods at any of the above office locations, and will receive and deliver goods at any of the above office locations.

Fig 6-June 16th, 1900 LIRR brochure with travel times to Manhattan Beach on Coney Island.

Fig 7-Information for passengers with street car & elevated railway connections.

These rare LIRR brochures provide an insight into the operation of the LIRR in the late 19th and early 20th century. But they also can be linked to historical events that occurred during the period when the timetable was in effect. These are just a few of the examples of the original LIRR timetables that are in my collection. I am always on the lookout for others.