



SEMAPHORE



November 2022

The LIST Next meeting will be held on **Friday, November 18th at 8:00 p.m.**

The October meeting will be **IN PERSON** at the historic Van Bourgondien house in West Babylon as well as **by ZOOM**.
The address of the Van B house is 600 Albin Avenue in West Babylon.

THIS MONTH

The November 18th Chapter meeting presenter will be Mike Yuhas who is the Wisconsin NRHS Chapter President. The topic is "Photography by Mike Yuhas-A 50 Year Retrospective." Mike was originally from L I and his photos will cover L I, Philadelphia and various other areas.

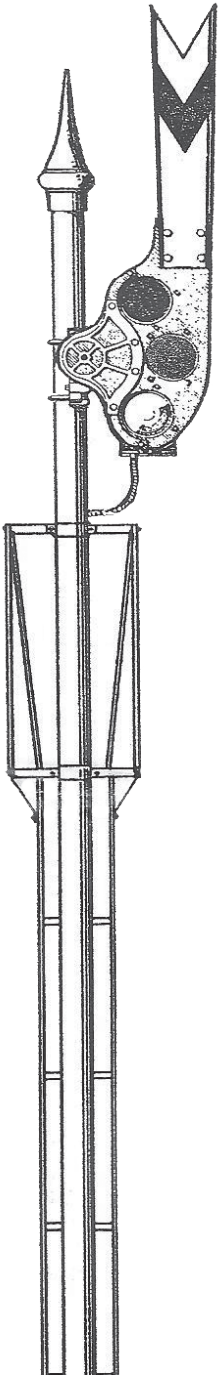
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For Regular updates and other important information,
visit the LIST Chapter website at: LIST-NRHS.org

Our Chapter's mailing address is:

LIST-NRHS
PO Box 507
Babylon NY 11702-0507



The Publication of the
Long Island - Sunrise Trail Chapter
of the
National Railway Historical Society



November Membership Meeting Information by Ed Koehler

LOG IN INFORMATION FOR THE NOVEMBER MEMBERSHIP MEETING *The presentation took a half century to put together!*

In order to save our limited bandwidth, we ask all of our local members to attend in person.



Friday, November 18, 2022 at 8:00 PM eastern, **7:00 PM** central: Long Island Sunrise Trail Chapter NRHS meeting will be held at 600 Albin Avenue in West Babylon, New York. This is an in person event that will also be broadcast on Zoom. Our presentation will be **Photography by Mike Yuhas - A 50-Year Retrospective**. Mike Yuhas took his first railroad photograph as a youngster in 1972. Growing up in Port Jefferson, there was never a shortage of LIRR subjects to shoot. Mike left the island in the early 1980s, and after a few years around Philadelphia, he eventually settled in the Milwaukee area. Over the intervening five decades and gazillions of miles, his cameras have captured countless thousands of photographs. In Mike's words, "Some of them are actually quite good!"

To attend this event, click this link:

<https://us02web.zoom.us/j/81918212135?pwd=K2U1UGQxbk1LVGIZWStSMmtvc3VVZz09>

Meeting ID: 819 1821 2135 Passcode: 291241

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LIST Happenings by Steve Quigley

WE have been very successful with our 2023 LIRR calendar sales and as of now, we are SOLD OUT! If there are sufficient requests for our calendar, I will look into having an additional quantity of our calendar printed up. This is one of the earliest sell outs that has occurred in recent years. Thanks again to the members of our calendar committee who made our calendar a great success!

DUE TO DEMAND, WE ARE ORDERING AN ADDITIONAL QUANTITY OF OUR CALENDAR. IF YOU SEND IN AN ORDER, IT MAY BE DELAYED DUE TO THE NEW QUANTITY BEING PRINTED

We still have a few copies of the Trains magazine which published an extensive article on East Side Access last October. If you would like read a very informative article send in a check for \$10 which will cover the cost of the magazine including shipping. There is no tax on magazines in New York State.

Chapter member Dave Morrison wrote a very informative book titled, "Grand Central Terminal and Penn Station, Statuary and Sculptures." You will find this to be a very informative book and it provides you with good insight on these magnificent stations that were built over 100 years ago. We have copies for sale at a Chapter member discount. Please see the order form in this edition of the Semaphore.

Trip Chairman, Bob Grant, is working on setting up tours for LIST members this. A tour of the SONO Switch Tower Museum is in the works. Another possibility is the Danbury Rail Museum as well as possible trips to rail sites in Pennsylvania. If you are interested in going on a tour or if you have ideas for a tour, please email or call me with your ideas.

LIST Chapter member Dave Morrison will be giving a lecture on November 13 at 1 PM with the topic being "10 Miles of Track, Islip to Patchogue LIRR Stations." The sponsor of the lecture is the "Friends of Connetquot River State Park Preserve" and the lecture will be held at the main building known as The Clubhouse at the Connetquot River State Park just off Montauk Highway in Oakdale. The Park is widely known as an excellent fishing destination with one of the best trout fishing streams on Long Island.

The Greenport Express is being resurrected, although in a smaller version that the original LIRR version of years ago. The Greenport Rotary has been raising funds to bring back the G-16 railroad that was owned and run by ex-LIRR employee Frank Field from 1984 to 2012. The Village of Greenport and the Rotary Club formed a partnership with the agreement that the club would purchase the train and construct the track and facility and the Village would provide the land and operate it on weekends and holidays. The RR Museum of LI mechanically and cosmetically restored the train for its future use. At present, the Rotary is raising funds to construct a facility with a passenger area, public restrooms and a maintenance area for the train.

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 email address is csquigley@optonline.net and my telephone # is 631-487-4766. Please do not mail me copies of your articles. Please email your articles as we have to retype mailed copies to our PO Box.

A 'CRITTER' HAS BEEN SPOTTED IN HICKSVILLE! by Ed Koehler

In the parlance of rail enthusiasts the term 'critter' was originally used to describe a home built self-propelled rail vehicle that could be used to move cars. Think a Shay type locomotive with the boiler removed and replaced with an internal combustion prime mover. Or the frame of an American LaFrance fire engine that has been shortened, had the body removed from it, and railroad wheels replacing the rubber tires.

In more modern times, the term 'critter' has also been applied to trackmobiles, these are rubber tired vehicles that also have railroad wheels that can be lowered to the rail. The Metropolitan Transportation Authority Capital Improvements organization operated two of these to switch the upper level of the construction project at Madison Grand Central.

And that brings us to August 12, 2022. I am driving east of West John Street in Hicksville. At 497 West John Street, behind a blue tarpaulined fence the top of a 'critter' or trackmobile could be seen. This was on the premises of Astro Aggregates who advertise themselves as being located in Maspeth, Hicksville, and Deer Park on Long Island and also in Plainfield, Connecticut.

I was able to get a picture of the target of this story.



On the siding south of the vehicle there were a number of beat up hopper cars, typical of those used in the transportation of aggregates (stone). There was also a trailer serving as an office and a truck sized scale. But there was no one around this day so that is the extent of my information at this time. Does this vehicle have anything to do with ballasting on the Third Track Project?

If you have any information about this critter or the operation it is associated with, please Email the author at EdwardMKoehler@nyc.rr.com. Thank you.

The LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: TIME FOR SOME "WOODEN" BOXCARS

I've been trying to fill in the gaps in my freight car roster. I've also been learning a lot about the makeup of freight car rosters for the layouts of various modelers but I'll go into this fascinating topic in the future.

While I hope to model the 1950's, 1960's and 1970's, I realized that there was one car-type that I had no models of in my roster. I'm talking about the wooden car: wooden boxcars, wooden reefers, wooden hoppers and wooden gondolas are what I had in mind.

After all, railroad freight cars were first wood and then steel. In fact, early cars were all wood and in later years remained wood with steel underframes; these cars were called "composite" in their construction since they used several materials. There were a great many of these composite cars in service for decades beginning at the turn of the Twentieth Century and these cars lasted into the 1960's when they finally disappeared. I could not find any information as to a specific date when wooden cars were banned from interchange. Maybe there is a date and maybe there isn't.

So I decided to be on the lookout for some models representing wooden cars, in this case wooden boxcars. I decided that I needed three or four wooden cars on my roster. I picked up two Accurail kits that met my needs. They were both 36-foot Fowler-style wooden boxcars. One was a Maine Central car and the other was a Boston & Maine car. Both cars were purchase from Centerline Hobbies in nearby Hyannis and were easy to put together. Accurail kits are easy to put together and make really good-looking models of the prototype.

At a recent club sale of the Nauset Model Railroad Club I managed to pick up two more wooden boxcars and these two cars were made by Walthers in about 1985! These were kits and were oldies but goodies and I got them at a great price. The Walthers cars were 40-foot single-sheathed, single-door cars with Dreadnaught (steel) ends.

One car was decorated in the Great Northern paint scheme and the other car was decorated for the CMStP&P, better known as the Milwaukee Road.

These cars, too, were relatively easy to put together. I soon discovered, though, that one of the kits was missing weights, trucks and floor. So I got on the phone and called Walthers, hoping that I could get these pieces. Yes, I could and they were soon in the mail and in my hands. Thank you, Walthers! In fact, all three pieces came to me assembled so all I had to do was to slip the carbody over the floor and trucks and I was in business. I put just a little glue on the ends and sides of the car to make sure it stays intact and I was done.

The next step was to weather the cars and I decided I was going to be a little different this time. Since the cars all simulate wood sidings, my idea was to use some colored pencils to weather the wood even though it is plastic. Previously, I've used paint, Pan Pastels and chalk in my weathering efforts but this time I purchased some Prismacolor colored pencils at a local art store and got ready to do some weathering by pencils.

More about that next time.

HAPPY THANKSGIVING FROM THE LIRR MODELER!

The LIRR Modeler by Mike Boland

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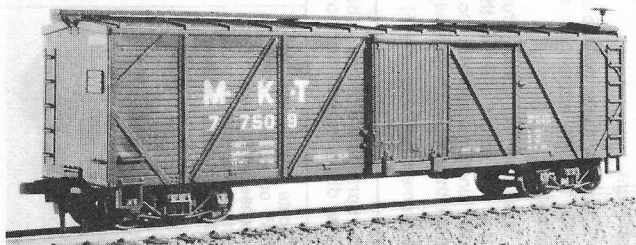
40' SINGLE SHEATHED BOX CAR PROTOTYPE INFORMATION

By the late teens and early 1920's, steel parts were beginning to be used in freight car construction. One of the first major uses of steel parts was as exterior bracing. Various manufacturers used "angle", "zee" or "hat" shaped stock in place of wood frame materials. The necessity of an "outside sheathing" was eliminated because steel components did not need the protection from the elements that wood framing did. This "Outside Bracing" greatly improved the strength of the superstructure.

Single sheathed cars were built in large quantities during the 20's and 30's. As steel parts proved their reliability, many older cars were rebuilt. The single sheathed car design was revived during World War II to conserve vital steel for the war effort. Thousands of these cars were built, some as late as 1945. The strength achieved using a minimum of steel proved to be economical as well as utilitarian. It was not uncommon to see these cars in revenue service through the 1960's.

Freight car builders used various side bracing patterns. Walthers box cars simulate the diagonal bracing in "compression" style, a carry-over from double sheathed car construction. Three series of kits are available, spanning 30 years of box car development; the 2150 series with all wood ends, 2650 series with braced ends and the 2100 series with "Dreadnaught" ends.

1915-1925 With Wood Ends



Single Sheathed Wood Box Car with Wood Ends (2150 Series)

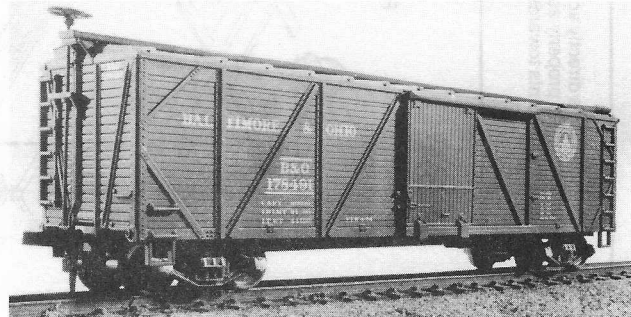
The single sheathed box car was developed from the earlier double sheathed cars. Unlike earlier designs which were of all wood construction, the single sheathed car utilized metal side bracing. This increased the strength of the car, while reducing the overall weight. Double sheathed ends remained in use during these early years when steel components were still considered experimental and the cars rode on arch bar trucks.

1920-1930 With Braced Ends

Load shifting and subsequent damage to cars, especially wooden ends, was a constant problem in the 1920's. By bracing the ends with steel components, the life of car ends was

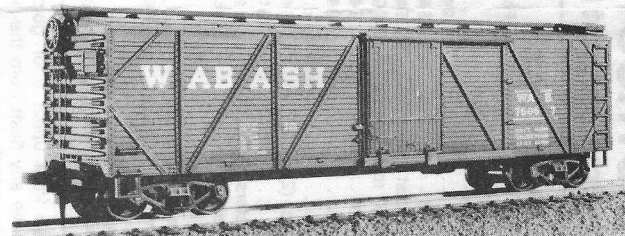
1920-1930 With Braced Ends (continued)

substantially prolonged. Braced ends replaced the all wood ends during the twenties. Many cars of this period were equipped with a new type of cast steel truck, the "T" Section Bettendorf. This provided both increased reliability and greater hauling capacity.



Single Sheathed Wood Box Car with Braced Ends (2650 Series)

1925-1945 With Dreadnaught Ends



Single Sheathed Box Car with Dreadnaught Ends (2100 Series)

Rebuilding with Dreadnaught ends was common practice during the depression and war years, as the box car fleet had to be maintained despite shortages of money and materials.

Equipped with stamped steel "Dreadnaught" ends, single sheathed box cars were capable of many more years of service. By the mid 30's most rebuilt and all new cars were equipped with this type of end. When a car was scheduled to be rebuilt, railroads generally added new steel ends, riveted steel roofs and Bettendorf trucks. This made rebuilding the car an economical alternative to purchasing expensive new equipment. The soundness of the design was proven during WW II when thousands more were built even though all-steel cars had become the standard.

All three series of cars would be right at home on a steam era pike carrying a wide variety of goods to virtually every one of your on-line industries. The 2100 and 2650 Series cars will provide a realistic transition from the smaller, older cars, to the larger, modern cars of today.

LIRR News by Steve Quigley

As reported in a local East End periodical, a Center Moriches resident is petitioning the LIRR to reopen the Center Moriches train station. The station was closed in 1998 when the new bi-level cars began use on the LIRR and all stations that were continuing to be used had high level platforms built. The Mastic-Shirley station is 4 miles west and the Speonk station is approximately 6 miles east of the old station. The person petitioning the LIRR notes that there is heavy traffic on the roads to Mastic Station and buses take an hour long route from the Mastic Station to Center Moriches. Local councilman Dan Panico stated that he spoke with people at the LIRR and the LIRR has allocated no funds or plans to reopen the station in the near future.

The LIRR announced recently that several businesses will open in the renovated LIRR concourse at Penn Station. The businesses were closed in 2019 due to the recent changes in the size of the concourse. The \$600 million renovation consisted of raising the ceiling to 18' all the way across rather than the prior barrel shaped ceiling and expanding the width from 30' to 57'. These changes, especially changing the width, resulted in all of the businesses such as pizza shops, deli's, bakeries and card stores to be closed. The MTA has expressed its wish that high end shops such as those in Grand Central Terminal, open in Penn Station. However, one of the first shops announcing its return is Rose's Pizza which was a staple of fast food and drink prior to the ongoing renovations. Even more restaurants and businesses are expected to open when a \$7 billion Penn station renovation is complete in about 6 years. The renovations will entail the removal of much of the upper level. More to follow on the progress when it is announced.

Don't forget, the Grand Opening of the new LIRR station, Grand Central Madison, is expected to take place in early December! We hope to be there when it takes place!

As I have mentioned previously, 2022 will be an incredible year of changes and improvements to the LIRR and its employees!

LIST Publications ORDER FORM*The following price list is for LIST members only!*

# _____	2023 LIRR calendar	@\$8 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by H. Fagerberg, E. Koehler	@\$27 each Total _____
# _____	LIRR Montauk Branch by Dave Morrison NEW	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison NEW	@\$18 each Total _____
# _____	The 185th Anniversary of the LIRR book	@\$5 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 _____
# _____	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 Calendar or book is \$4.00. Shipping for both Bob Sturm's books is \$10. Shipping for other extra books, please call or email 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



LONG ISLAND-SUNRISE TRAIL CHAPTER

Founded in 1966



NATIONAL RAILWAY HISTORICAL SOCIETY

2023 CHAPTER

MEMBERSHIP DUES NOTICE

(Payable by January 1, 2023)

<u>CHAPTER DUES:</u>	Membership	\$20.00
	Family Membership Per Person	\$1.00

Dues Total \$ _____

Chapter Donation \$ _____

Total Remitted \$ _____

Make check or money order payable to **L.I.S.T.** and **send with this notice** to:

Alan Mark, Treasurer, L.I.S.T.
111 Greenbelt Parkway, Holbrook, NY 11741-4439

Name: _____

Address: _____

Email: _____

Telephone: (_____) _____

IS YOUR ADDRESS LABEL CORRECT???? If not, please write correct address on this dues notice; also include your email and phone number.

Alan Mark, Treasurer

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

Please support your local railroad museums!

