



# SEMAPHORE



May 2022

The LIST May meeting will be held on **Friday, May 20th at 8:00 p.m.**

The May meeting will be **IN PERSON** at the historic  
Van Bourgondien house in West Babylon.

The address of the Van B house is 600 Albin Avenue in West Babylon.

## THIS MONTH

LIRR engineer George Lightfoot will bring us the 2nd part of his slide show titled "LIRR South & East." The show will feature the Mainline east of Hicksville and the Montauk Branch east of Jamaica as well as some scenes of other Branches. This is a slide show so regrettably we will not be presenting it in a Zoom version. We hope to be able to convert slide shows to Google Slides or Power Point in the future.

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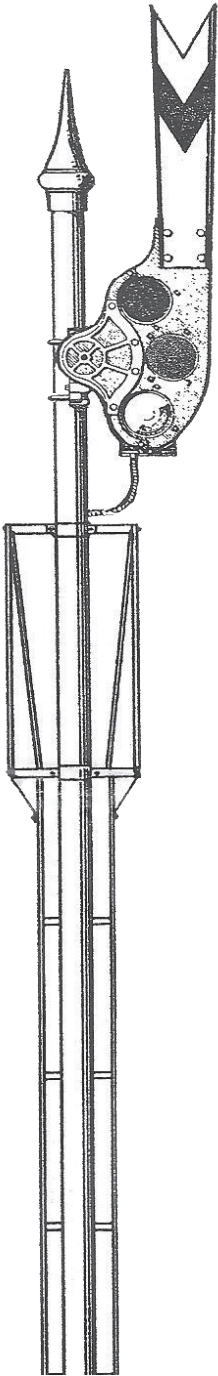
For Regular updates and other important information,  
visit the LIST Chapter website at: [LIST-NRHS.org](http://LIST-NRHS.org)

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



## LIST Happenings by Steve Quigley

We have reduced the price of our 2022 LIRR calendar to \$5 since the year is almost ½ over. We have only a few copies remaining so send in your order ASAP. The photos are great for framing!

We will be working on our 2023 LIRR calendar shortly so if you wish to contribute, please send in your photos, slides etc as soon as possible. We are always looking for very old photos of LIRR rolling stock, stations and people, the older the better. If the old photos are not perfect in quality, send them to me anyway as unique photos can always be used. If you send digital photos, please make sure they are at least 600 dpi.

On May 13th, we were given a tour of the Brookhaven Rail Terminal. More information and photos of the tour will be in our June edition of the Semaphore.

The March and April editions of RailPace magazine have excellent articles written by LIST Chapter members Andrew Grahl and William J. Skeats. The articles are titled "Railfanning the North Fork of Long Island" and it tells the story of railfanning the LIRR from Ronkonkoma to Greenport. Part 1 is from Ronkonkoma to Calverton and Part 2 is in the April edition and it continues the story from Riverhead to Greenport. The articles are well written with much information and many pictures. I have ordered copies and they are available to Chapter members for \$16 for BOTH the March and April editions and the \$16 includes shipping! No tax on magazines. Please send your check to our PO Box.

This past October, Trains Magazine had an 8 page article titled "Long Island Bets Big on Growth." It is the story of East Side Access which as you know is the LIRR having trains go to Grand Central Terminal. The projected date for LIRR trains going to GCT is December of this year. I have ordered copies of this edition of Trains Magazine at a reduced price. If you would like a copy of this magazine, please send in a check for \$9 to our P O Box. The retail price of the magazine is \$7.99, reduced to \$6 for Chapter members and the shipping cost is \$3. Both magazines are very informative with each aspect of the LIRR!

If you are writing a column or if you have an article for the Semaphore, please email it to me and then I will forward it to our editor. Just a reminder, please do not submit an article via USPS mail, send it via email.

We are looking to place the books that LIST has published on Amazon to gain wider exposure and additional sales. If you have experience with placing items to sell on Amazon, please contact me with the information.

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](mailto: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.

## The LIRR Modeler by Mike Boland

### THIS MONTH'S FEATURE: MODELING SOME NICKEL PLATE BOX CARS

I made a recent visit to Zitnik Trains in Pinellas Park, Florida a couple of weeks ago and got a chance to increase my freight roster with the purchase of three 40-foot boxcars, all obtained at great prices. I don't pass up an opportunity to add more freight cars—especially boxcars—to my fleet and these three were all the same road name, the New York, Chicago and St. Louis, known to many as the Nickel Plate Road. These were kits, two were Red Caboose 40-foot AAR boxcars and one was an IMWX Innovative Model Works 1937 40-foot AAR boxcar.

A quick word or two about the NYC&St.L Railroad. It was created by the Seney Syndicate in 1881 and that's when it got its name. The Norwalk, Ohio Chronicle, a local newspaper, in an article referred to it as the "great New York and St. Louis double-track, nickel plated railroad" on March 10 of that year and the nickname apparently stuck and big-time! The railroad, with 2170 miles of track, was successful and in 1964, it, and several other roads were merged into the Norfolk & Western, which later became Norfolk Southern, today's NS.

Both the Red Caboose and IMWX kits are fairly easy to put together but they are definitely not in the "shake the box" category. The kits had a number of parts to put together and there seemed to be little difference between the three. The major difference was that the IMWX kit was one color—NKP boxcar red—while two Red Caboose boxcars were boxcar red but with black ends and roof. They were all in the simple NKP paint scheme and the Red Caboose boxcars were numbered 17521 and 17401 while the IMWX boxcar was 18231. A quick email sent to Tony Koester ("Mr. NKP") to check on their accuracy got an email from Tony's friend Ray, a NKP boxcar authority, and he stated the cars were accurate so this was good news.

Both IMWX and Red Caboose kits have separate roof and roofwalk to add as well as end brake gear, ladders on sides and ends, grab irons and individual underbody brake rigging and gear. The Red Caboose boxcars had both Superior and seven-panel doors; the IMWX car had only the Superior door.

I always read the instruction sheets first. I usually drill out all the holes before attaching each car's details as this makes it easier to assembly everything from ladders to grabs. I use glue sparingly and added nuts at each end of the cars above the trucks for weight. Handle these small parts carefully as you add them as there really are no replacement parts to be had here. Be super-careful when it comes to separating the plastic parts on their sprues before you add them to the car. I used Kadee #148 couplers and I kept the trucks that came with the kits as they were quite good.

The paint and lettering on all three cars were amazingly good. Maybe some chalk marks would enhance the appearance of these cars and weathering would really make them stand out.

While most boxcars are observed with their doors closed, on one car I left the door half-open on one side and totally open on the other side of the car to make it look more interesting.

I put on the underbody piping, couplers and trucks last so not to break the fine plastic molding. When done, get the cars on the road!

Until next time, happy modeling!



## LIRR News by Steve Quigley

On the weekend of April 30, the new 3 track Denton Avenue/Tanners Pond Road Bridge in Garden City was put in place. The completion of construction is the final bridge to be replaced or upgraded as part of the LIRR Expansion Project. In addition to a completely rebuilt structure with a 3rd bay for a third track, the bridge was raised from 12'9" to the national standard of 14'.

To install the new bridge, 12 massive jacks were used to push the prefab bridge in place. The weight of this new bridge is 1,400 tons and it is 50.5' long. The bridge was constructed on-site and was installed using the box-jacking system which allowed the construction crews to complete the job faster and easier.

The new bridge is the final piece in the construction of a 9.8 mile 3rd section of track between Hicksville and Floral Park and eliminated all of the grade crossings along this stretch. In addition to the 3rd track along this stretch the following were completed:

- 7 Bridges were replaced or upgraded
- 8 Grade crossings were eliminated
- Station houses were modernized and upgraded
- Parking Garages and retaining walls were built
- Concrete ties were installed along this stretch
- Old switches and signals were replaced with modernized systems and interlocking
- Upgraded landscaping was installed

The Main Line was taken out of service on Friday night April 30 and service resumed in time for the rush hour Monday morning May 2nd.



## The Oyster Bay Railroad Museum by John Speece

The Oyster Bay Railroad Museum has been quite busy these past few months, mostly gearing up for our "season opener", which occurred on Saturday, April 30th!

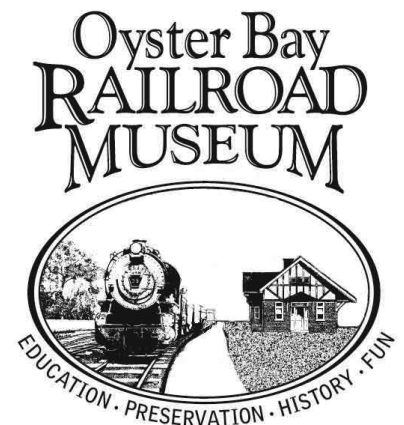
In the station, much work was done to bring our electrical up to code, as well as revamping the many interactive and enclosed displays. Our O scale layout has been completely redone and will now allow for four individual loops of track operating independently of one another. As time allows, numerous accessories will be added so that our visitors can enjoy this interactively, the same as we try to do with just about everything. By far the biggest achievement is the completion of our two ADA compliant bathrooms. With most of the materials and labor having been donated by a local business owner, we are humbled by the support we continue to receive. The station is closed through the rest of May as we finish up a few details and have it all approved by the Town, but suffice to say we are proud of our historic presidential railroad station!

In the yard, things are moving right along as well. Our dedicated volunteers have spent the past two months moving parts and equipment, grading dirt and gravel, and installing over 90 feet of track. Each weekend saw over a dozen of our volunteers turnout to place ties, move rail, set plates, hammer spikes and spread ballast the old fashioned way...BY HAND! With tracks #1 and #2 completed, we now await our rigger to move the equipment onto those tracks, and elsewhere around the yard, before we move forward to install track #3. This will result in half our display yard having been laid out, in less than six months, by volunteers ranging from 11 to 86. What's more, it will set the stage for our long anticipated ability to provide OPERATING TRAIN RIDES, likely to begin in 2023. More on this in a later issue!

Work has also continued on other projects around the museum. The crew working on Steam Locomotive #35 continues to make strides toward her active restoration on site with staybolt caps, mounting studs and other items being continuously renewed. The committee is in the final stages of talks with the Town of Oyster Bay and FMW Solutions for the operational restoration of the running gear, and these parts should be shipping out soon. Work has also resumed on our World's Fair Cab to return her to her 1964 appearance. Probably the most exciting project update is with the Ping Pong Coach where disassembly has been completed and the team is now gearing up to start putting it back together. This very ambitious project is combining the oldest techniques of construction with the newest technologies available. The young crew has chosen to "hot rivet" the resheeting of the north side of the car, while using 3D printing to fabricate new window tracks and other components. This project is certainly one to watch!

The museum is now open to the public on Saturdays and Sundays from Noon to 4pm. Turntable rides are offered on Saturdays ONLY at 1pm and 3pm. The station is expected to be open beginning June 4th. For more on what's happening, as well as hundreds of photos and videos of our work, visit our Facebook page at OYSTER BAY RAILROAD MUSEUM.

John Speece  
President-Oyster Bay Railroad Museum





**Part 2: LONG ISLAND RAIL ROAD PULLMAN PARLOR CAR SERVICE 1926-1942**

Ron Zinn

Montauk in late afternoon and was scheduled over the Central Branch. It ran Monday thru Saturday.

Early evening parlor car service was provided on Sundays and holidays by Train No. 13 which ran via the Central Branch.

During the Summer season, Sunday and holiday parlor service was provided by Trains 15 and 23. Both departed Montauk in the evening. No. 15 ran via the Central Branch and sometimes carried an observation parlor. No. 23 also used the Central Branch and some years returned to Jamaica via Valley Stream.

Eastbound Service - New York to Greenport

Several name trains provided express parlor car service over the Main Line to Greenport. The Peconic Bay Express was originally Train No. 208. It ran on Saturdays only during the Summer season and was an early afternoon train. As was previously mentioned, The Peconic Bay Express was sometimes combined with Train 12, The Shinnecock Express. This train was numbered 206 beginning about 1940.

Another well known Greenport train was The Shelter Island Express, No. 210. This train provided parlor service on Friday afternoons during the Summer months. It started running on May 21, 1926. Train No. 210, it will be remembered, was involved in the storied Pickle Works wreck at Calverton on Aug. 13, 1926. The parlor car involved was the Easter Lily which had been built the previous year for the Louisville & Nashville. Who can account for a new L&N assigned Pullman car in the consist of the Long Island Rail Road's Shelter Island Express? No. 210 made its last trip on Sept. 4, 1942.

Train No. 286, combined with No. 20, was the Greenport section of The Cannon Ball. The cars for No. 286 were set out from No. 20 at Manorville for the trip to Greenport. This procedure was carried out Monday thru Saturday except for Fridays during the Summer season. As was noted previously, 20-286 left New York about 3:58 P.M. The Summer Friday replacement for Train 286 was No. 212 which left Pennsylvania Station after No. 20. It was listed in the public time tables as The Cannon Ball and in the late '20's and early '30's, as The Greenport Express.

Train No. 4206 which ran to Greenport on Sundays only, was an early morning train that sometimes carried a parlor car.

Westbound Service - Greenport to New York

Returning from Greenport on Monday mornings only during the Summer was Train No. 203, shown in the public time tables as The Banker. This train was the Westbound Greenport Express in the late '20's and early '30's.

The Westbound Cannon Ball from Greenport was Train No. 281 which ran in the early morning Monday thru Saturday. At one time, during the early '30's, the cars of 281 were scheduled to be left at Manorville and picked up by Train No. 3 from Montauk. This operation was the reverse of the Eastbound "split".

On Sundays and holidays, Westbound parlor service was provided by No. 4211 in the late afternoon and No. 4215 in the evening.

Trains that were scheduled during the more heavily traveled Summer months only, generally ran from late May or early June to late September or early October.

Equipment Consists

It is impossible to give an accurate accounting of every type of Pullman car used on the Long Island over the years because of the many variations and combinations of equipment.

The Sunrise Special was all Pullman and originally carried a barber shop as well as an open platform observation car. The observation car was a sometimes thing, and as previously noted, first appeared in the consist of No. 18 in 1927.

The only sleeper ever to be scheduled over the Long Island was a through Pullman from Pittsburgh to Montauk. This commenced on June 1, 1927 and continued for a short time. A 12-section drawing room car left Pittsburgh at 10 P.M. and arrived in New York at 7:40 A.M. The car then left New York for Montauk at 9:49 A.M. as part of The Hampton Express.

Only Trains No. 12 and No. 21 (on Monday only) carried a dining car. All trains mentioned herein carried coaches as well as parlor cars. Trains 15, 18 and 19 were exceptions, each having been all Pullman at one time or another.

The types of Pullman cars used on the Long Island were parlor, parlor lounge, buffet parlor, observation parlor, club lounge and club baggage. In other words, most variations of the heavyweight parlor car. Equipment came from cars assigned to and built for the Pennsy and also from general service pools. Cars were normally Tuscan red. Diners were Pennsylvania built and owned.

The number of Pullmans carried on any train naturally varied with the demands of traffic and season. A typical consist might run from 1 or 2 Pullmans and several coaches up to 13 or 14 car trains with 6 or 7 Pullmans and as many coaches. According to the LIRR Information Bulletin, The Sunrise Special usually comprised a club car, 3 to 10 Pullmans and an observation car. Photographic evidence suggests that the consist was usually 5 to 7 Pullmans. The open platform observation car was featured at least through the late 1920's. The Shinnecock Express quite often ran to heavy consists of 12 or 13 cars and The Cannon Ball, especially in Summer, might have been made up of 10 to 12 cars or more.

Beginning in the mid-'30's the Long Island's public time tables began listing certain trains as carrying regularly assigned air conditioned parlors.

Trains carrying coaches as well as Pullmans were sometimes made up with the Pullmans at the head end for the Eastbound run. Sometimes the coaches were behind the engine with the Pullmans at the rear. The arrangement was reversed for the Westbound run. In this way trains did not have to be turned at the Eastern terminals. The Cannon Ball was sometimes made up with the Pullmans in the middle of the train and the coaches of each section on the ends.

### Motive Power

In 1926, when Pullman service began on the Long Island, the DD-1 Class electrics were yet to arrive from the Pennsylvania. East end parlor car trains were hauled from Pennsylvania Station by Pennsy-owned DD-1's. Occasionally one of the new L5's would do the honors. These trains were brought to Harold Avenue in Long Island City, at which point steam power could be exchanged for electric. The Long Island DD-1's began arriving from the Pennsy in June of 1927. On October 18 of that year, an engine lay-up track was installed at Jamaica, East of the station platforms near JE(Hall) tower. It was at that time that Jamaica became the main engine change location.

When the Pullman Company took over parlor car operations on the Long Island, the road owned 9 Class G5s ten wheelers. These engines were the heaviest power on the road at the time and hauled many of the parlor car trains to Montauk and Greenport. It was in 1926 that the new Class 110P82a "Kiesel" tenders arrived from ~~Altoona~~ <sup>Baldwin</sup> to replace some of the



smaller tenders originally delivered with the G5's. These tenders carried 12,730 gallons and were intended to eliminate water stops for Montauk limiteds. The camelback E51sa Atlantics and G54sa ten wheelers were still in service at that time and handled some of the parlor car runs. Leased Pennsylvania light Atlantics also hauled some Greenport parlors. In 1927 the tender of G5s No. 21 had a distinctive Sunrise Special emblem applied at the Morris Park paint shop. This touch lent an air of exclusivity to the run of Train 18. This tender was also used behind leased Pennsylvania G5s No. 1589 when she hauled No. 18 during 1928.

The following is an excerpt from the LIRR Information Bulletin for November-December 1931:

"On the night of June 13, 1931, a new chapter in the history of transportation on Long Island was begun with the replacement of the bridge built in 1898 over the Peconic and Shinnecock Canal by a new modern steel structure of ample capacity for present and future heavy railroad traffic.

The installation of the new bridge eliminates the necessity for double heading engines of lighter weight and permits the use of heavy K-4 locomotives to haul with reduced time schedules the long heavy Pullman trains to and from the Hamptons and Montauk."

This event marked the arrival of the Pennsy K4s Class Pacific on the Long Island Rail Road. Throughout the 1930's leased K4's appeared on Long Island mainly during the Summer months. Beginning in the early 1940's, many of these engines remained all year 'round. It was also during the '30's that the road began leasing many E6s Atlantics and older Pacifics of the K2s, K2sa and K3s Classes. During the 1930's and '40's and in fact, until the last four K4's left Long Island in October 1951, it became standard practice to power all Montauk runs with leased Pennsy E6's, K2's, K3's and K4's. Greenport runs were usually handled by G5's and E6's with a K4 occasionally doing the honors.

A final note on the handling of motive power for Trains 12-206 and 20-286. The usual practice was to run 12-206 double headed from Jamaica to Manorville with the engine for 206 leading No. 12's regular engine. At Manorville, the lead engine and the cars for 206 would be cut off and coupled together. Both trains would then proceed to their respective destinations. Train 20-286, The Cannon Ball, was hauled to Manorville by a single engine. The Greenport section would then be cut off and coupled to a waiting engine which had been run light along the Main Line after leaving an earlier train at Ronkonkoma. At least one Employees time table during the 1930's called for the cars of 286 to be left at Ronkonkoma instead of Manorville. Train 12-206, the combined Shinnecock Express and Peconic Bay Express was double headed probably because the Saturday schedule did not provide for a waiting engine to be available for the split at Manorville. During 1929-30, Train No. 12 was double headed as a single train when the consist was 12 cars or more. This was because of a ruling that called for the double heading of trains of this length and continued until the arrival of the K4s in 1931.

The Cannon Ball ceased its long time operation as a combined train over the Manorville Branch on June 8, 1944. The operation of 12-206 in this manner ceased on Sept. 14, 1946(Both trains continued in the time tables as single trains No.20 and No. 12). The Shinnecock Express was the last scheduled passenger train to use the Manorville Branch which was abandoned entirely in 1949.

The years 1926-1942 may be considered the Pullman era on the Long Island Rail Road. There was some parlor car service from the mid-'40's on, after the end of World War II, but on a greatly reduced scale. In later years, after the demise of steam, the Long Island revived its parlor car service with a fleet of its own heavyweights culled from the ranks of the Pennsy and other roads. The leader of this service was the new Cannon Ball of the 1960's with its all parlor car consist.



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

# _____	2022 LIRR calendar (a few copies remain)	@\$5 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	@\$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 _____
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# _____	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 _____
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# _____	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

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