



SEMAPHORE



September 2022

The LIST Next meeting will be held on **Friday, September 16th at 8:00 p.m.**

The May 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

After a short business meeting chaired by President Steve Quigley we will have a presentation on the Boynton Bicycle Railways by Don Fisher, President of the Railroad Museum of Long Island.

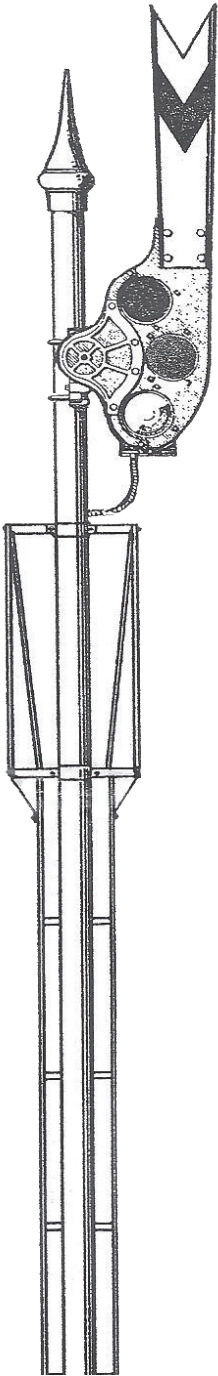
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For Regular updates and other important information,
visit the LIST Chapter website at: LIST-NRHS.org

Our Chapter's mailing address is:

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PO Box 507
Babylon NY 11702-0507



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



September Membership Meeting Information by Ed Koehler

A full story about the relevance of this image to our September presentation will be included with the electronic notice of our meeting. Why not sign up for this feature today? Send an Email to EdwardMKoehler@NYC.RR.COM with LIST-NRHS Meeting Notice in the Subject Line. That's all you have to do.



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Friday, September 16, 2022 at 8:00 PM eastern, 7:00 PM central: The September membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society will occur. After a short business meeting chaired by President Steve Quigley we will have a presentation on the Boynton Bicycle Railways by Don Fisher, President of the Railroad Museum of Long Island.

To attend this event, click this link:

<https://us02web.zoom.us/j/81577249896?pwd=Y0Q5Y2YvME5iQnhVTkd1bm5uVTN0UT09>
Meeting ID: 815 7724 9896 Passcode: 506724

One tap mobile

+16469313860,,81577249896#,,,,*506724# US
+19292056099,,81577249896#,,,,*506724# US (New York)

Any questions or problem with Zoom® please contact Ed Koehler at EdwardMKoehler@nyc.rr.com or call him at 917-603-4276. E-Mail contact is discontinued at 5:30 PM eastern time the day of the event.

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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.

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LIST Happenings by Steve Quigley

I hope you all had a safe and enjoyable summer of railfanning and enjoying watching and riding trains!

We had a business meeting during our June meeting. Our annual elections took place with the following Persons being elected:

Board members Robert Cecere, Walter Hilsenbeck, Al Johnson, Ken Katta, Ed Koehler and Frank Spada.
Secretary – Christine Quigley, Treasurer – Alan Mark, Vice-President – Robert Myers,
President – Stephen Quigley

By the end of this month, we expect that our 2023 LIRR calendar to be available for purchase. The photos in our calendar are diverse and excellent as usual. I thank the members of our calendar committee for their help and contributions and to all who provided a photo, thank you for helping to make our calendar a great one! LIST has been publishing an annual LIRR calendar since 1986. Although the cost of printing and the shipping the calendar from Pennsylvania increased, we have decided to maintain the price of the calendar to LIST Chapter members, the same as last year.

Although the following is not directly related to LIST, I thought you might find it interesting. The North Shore Rail Trail which was the LIRR's Wading River Branch, officially opened this summer. It is approximately 10 miles long and parallels Route 25A from Mount Sinai to Wading River. The walking and biking trail begins at Crystal Brook Hollow Road and Hallock Avenue and at various places along the trail there are attractions. The Trail runs along the rear property of the Tesla Science Center where Nicola Tesla had his laboratory and the 18 story tower where he conducted his electric experiments. Tesla's lab was designed by Stanford White of the architectural firm of McKim, Mead and White whom you know to have designed the original Penn Station. Just past Tesla's lab is the Woodville Road Bridge which is a one lane stone arch bridge. There are various places nearby the Rail Trail where you are able to rest, grab a snack or even have your bicycle repaired so enjoy the trip on the old Wading River Branch of the LIRR which is now been repurposed as a walking and biking trail.

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.

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.

Railroad Employees Personalize Historic Events by Dave Morrison

Some historical events on the Long Island Rail Road were embedded into the history books by photographs of railroad employees and customer participating in the event. Without the photograph, the significance of the event might be lost in time. Several examples to illustrate this point can be seen in the following photographs:

The last passenger train to run on the Wading River Branch on October 9, 1938: Railroad enthusiasts Rod Dirkes took this photograph of the train crew: Left to right – brakeman William DeBoesche, fireman H.E. Henry, brakeman Thomas J. Bates, engineer Elmer Eccleston and conductor Richard Gordon. This photograph is in the collection of this author.

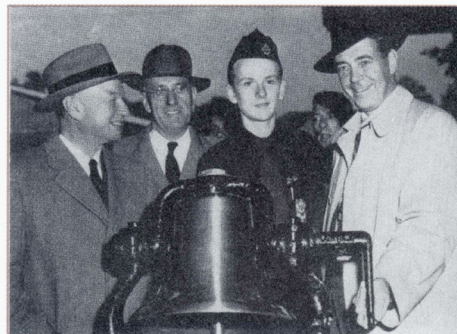


The 175th LIRR anniversary: Inspired by the 1938 Wading River Branch crew photograph, LIRR photographer John Spoltore arranged to have a crew pose in a similar fashion in front of M-7 car No. 7731 for the 175th anniversary of the LIRR.

Shown in this 2009 photograph taken at the Hillside Support Facility are, from left to right – conductor Fatima Zongo, conductor Emanuel Cruz, conductor Nicole Sauter, engineer Tyrone Brown and conductor Matt Stephani.



End of Steam ceremony in Hicksville on October 8, 1955: It was a boy scout who “spiked” the moment at the ceremony marking the end of steam locomotives on the Long Island Rail Road. Boy scout Fred Ruff was chosen by raffle to accept a steam locomotive bell presented by LIRR president Thomas M. Goodfellow to the boy scouts of Long Island. Fifty (50) years later, to the day, Fred Ruff was at a reenactment ceremony with LIRR president James Dermody. This image appeared in the November 2005 issue of *Along The Track*.



Scout Fred Ruff of Brooklyn accepts bell from Vice President and General Manager T. M. Goodfellow, right, while Nassau County Executive A. Holly Patterson, left, and Oyster Bay Supervisor Lewis N. Waters look on at the presentation.



Then and Now: (left) A photo from the November 1955 issue of the LIRR's publication Long Island Railroader; (right) A re-creation of the 1955 photo, featuring (left to right) Nassau County Controller Harold Weitzman, Town of Oyster Bay Councilman Angelo Delligatti, retired New York City Housing Authority Police Officer (and former Boy Scout) Fred Ruff, and LIRR President James Dermody.



Last train to depart from a low-level platform on the LIRR: September 30, 1998 marked a significant date in LIRR history. It was on this date, at Oyster Bay Station that the last train departed from a low-level platform. After Train No. 513 departed the station, the low-level platform was closed off and the new hi-level platforms opened a bit further west. Thus ended 162 years of LIRR low-level platform departures. Seen in this photograph are members of the train crew; Conductor Robert Blair, Engineer John Zarzicki and Assistant Conductor Jim Scimone.

Here are the 2 last passengers to board an LIRR train from a low-level platform; Nori Garcia and Yamileth Mondragon. They boarded the train from the same location that President Theodore Roosevelt boarded the train. Now for one last time, a low-level platform departure occurred on the Long Island Rail Road. Little did these women know the historical significance of this moment. There was no fanfare, no ceremony.

Sometimes historical moments pass quietly. How few people noticed.



The last ticket sold at a staffed ticket office on the Oyster Bay Branch on December 10, 1996

A chapter in the history of the Oyster Bay Branch was closed at East Williston Station on December 10, 1996. Ticket Clerk Debbie Pierce, seen here that day in the ticket office, issued the last ticket sold from a staffed ticket office on the Oyster Bay Branch (main line station Mineola excluded). That year, the LIRR closed ticket offices at 32 stations, turning the ticket sale operation over to ticket vending machines. Thus ended 131 years of staffed ticket office sales on the Oyster Bay Branch. Photograph by the author.

The first ticket sold at the new Ronkonkoma Station building on February 7, 1996

When the new station building opened at Ronkonkoma on February 7, 1996, Agent Mike Connors sold the first ticket to customer Ralph Vescia of Mastic Beach. Mr. Vescia was nice enough to give the ticket to this author, who gave the customer a replacement ticket, plus a complimentary ticket for his cooperation. This author had the 4 agents on duty sign the reverse side of the ticket and pose for a group photograph while holding the ticket, as seen in this photograph from left to right are agents: Mike Connors, Bill Bruno, Morris Moodie and Ralph DeGrucia.



Conductor Robert Celebre didn't mind getting into the act either. He is seen here on the 5:33 am train punching Mr. Vescia's ticket. The ticket is now part of the collection of the Railroad Museum of Long Island.



Photographs such as the above, portraying employees and customers, give a personal touch to a moment in history. It is hoped that with upcoming important historical events on the LIRR, arrangements are made to have employees pose for photographs to mark the occasion. For example, when the first passenger train is run on the completed Third Track, it would be nice to have the engineer, conductor and train crew pose for a photograph in front of the train. Another example: The first ticket sold at the LIRR ticket office at Grand Central Madison should be documented in a photograph of the ticket office staff.

It is the railroad employees and the customers that will make images iconic and lasting.

The LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: A MODELER'S POT POURI

Well, after a seemingly-long summer that passed too quickly, I'm back and modeling. This is certainly a good feeling and it's great to be able to spend more time on railroad modeling and especially modeling the Long Island Rail Road. I think I've been distracted by spending too much time on freight cars but that's the way it happened.

So here are some of the subjects—LIRR subjects, that is—that I hope to write about and model between now and June, when summer rolls around again.

I've really neglected LIRR passenger cars so I'm going to real dive into them. I'm hoping to finally model the two heavyweight parlor observation cars JAMAICA and SETAUKET since I've toyed around with them for some time. JAMAICA is a converted P70 coach with six-wheel trucks so it should not be too difficult. SETAUKET is a little more complex, with its covered arch windows and unusual length. This, still, should not be too difficult with all the photos and drawings I have of this car. As we all know, no LIRR parlor car train of the 1960's is complete without JAMAICA or SETAUKET bringing up the markers, complete with drumhead. Either car makes a great-looking train even greater-looking! And now, with Bowser's correct Phase III RS-3's in LIRR World's Fair paint scheme available soon, one can really make the Cannon Ball a snappy-looking train, even with a pair of C420's on the headend! Let's hope the RS-3's appear soon.

I picked up a number of old Branchline coach kits, hoping I would kitbash them into the LIRR coaches that were purchased from the Maine Central but I just didn't have the time to work on this project. This project, surprisingly, is just the opposite of JAMAICA; here I have to convert the Branchline six-wheel trucks to four-wheel trucks to replicate the prototype. This will take some work, however, and I'm still trying to figure out how to rework the floor to make the cars look prototypical. I'm confident I can figure this out soon and proceed as I like the look the ex-MEC cars. I have a photo of a string of them on a train at Montauk and yes, they did look very good in LIRR colors.

Heavyweight parlor cars will NOT be ignored. My next project is ONONDAGA CLUB, quite a unique car that I can model, with lots of photos and drawings. Also is ELKS CLUB/LIONS CLUB, two interesting PRR parlor-lounges that spent time on the LIRR in the late 1950's but went back to the PRR in the early 1960's and were not part of LIRR purchases of PRR cars during the 1960's. Apparently the PRR needed the cars elsewhere on its vast system.

I managed to purchase a few Funaro & Camerlengo LIRR P72 kits; Steve F. apparently redid the car and improved upon it. So I'm going to proceed with several MU version of this car; after all, all three MU types and the steam version all shared the basic same car body.

This is a project I'm really looking forward to; I certainly need some newer cars to run in consists with my old NJ International MP70 double-deckers in brass.

The LIRR Modeler by Mike Boland ...continued from page 5

I also have several F&C kits of LIRR double-deckers and they are not bad, either. I probably will make motor trailer models of them but sometimes I entertain the idea of making two of them the two control motor/control trailer #1347/#201 models with silver roof and Futura lettering! This is a nice project! Then there's #200, the first double-decker but enough already!

And now for the LIRR Marine Modeler—and that includes Doug Nash—it's time to get back to work on the LIRR tugs---MEITOWAX, LONG ISLAND and GARDEN CITY. While GARDEN CITY is a major kitbash but well worth the effort, both MEITOWAX and LONG ISLAND can be modeled with the fabulous Walthers railroad tug model with a minimum of change. I'm planning on having my tugs wear LIRR orange but when I get to GARDEN CITY, I just might paint this tug in PRR Marine Tuscan. That's right, the PRR had a Marine Tuscan (Red) color that it used on its floating equipment. More on that later.

I also want to complete the "marine trio" with a floatbridge and carfloat. These two projects will involve a good amount of work in that both are major projects that vary from the Walthers rail marine kits, its floatbridge and carfloat. The apron of the LIRR floatbridges were individual tracks, unlike the Walthers kit and both the housing and cross girder bridges are of different dimensions and size but capable of being modeled and I'm on it. The carfloat presents its own problems so I'm still trying to figure out what material I will use to build it. I may just build two (2) floats, and use foam, medium density fiberboard or pine to make them—I'm not sure yet how I'm going to proceed.

Thanks to the late, great Ron Parisi who got me hooked on Rail Marine.

And I certainly don't want to ignore LIRR motive power, in this case I hope to model the LIRR's EMD SW1001, based on the late, great Frank Cicero's magnificent modeling article printed some years ago in the old Carsten's RAILROAD MODEL CRAFTSMAN. Frank created a great-looking model and I hope to build both a orange and gray version as well as the as-delivered blue and white in 1976-76. Maybe I should build a few more—the SW1001 is now available from Athearn—because of the different paint schemes these locomotives wore, including the green and white New York & Atlantic.

Well, there you have it. I do expect to write about some other topics, including the New England RPM meet that I attended and presented. It was fabulous! More about that later.

I also expect to attend the 2023 Prototype Rails RPM Meet in Cocoa Beach, Florida in early January. This has become one of my favorite meets and I'll be presenting, too. Man, I have to build some new Power Point shows, for sure!

It's an impressive schedule and I hope to stay on it.

Until next time, happy modeling!

LIRR News by Steve Quigley

This was a busy summer for the various projects that the LIRR is currently involved with!

The LIRR's 1980's era M-3 cars will return to service by year's end. They have been seen on various lines recently as they are being tested prior to return to service. The M-3's will be used to fill in the passenger car shortfall due to the delays in delivery of the M-9's as well as the M-9A's. Most of the M-3's were parked at the Mid-Suffolk Yard in Ronkonkoma along with other locations including Babylon Yard. 100 of the cars are being returned to service. There was a total of 174 cars purchased beginning in 1985 and they were slated for retirement in 2016. However, it is expected that they will continue in commuter service until 2027 when the M-9A cars will be delivered. Not all of the M-3's have PTC. The cars without PTC will be located within the train and they will never be the head end or rear end car set.

The LIRR will NOT be going forward with battery powered train cars as tests showed that retrofitting existing M-7's with the technology was technically not feasible. The pilot program was announced at a press conference in April 2021 by the then LIRR President Phillip Eng who said the LIRR was partnering with Alstrom to produce these cars. However, the cost of retrofitting the train cars was prohibitive with the cost estimated to be several million dollars for each car. The cars would be unavailable for service while the batteries were being charged at the end of the line which was an additional deterrent to the production of these cars. It was mentioned that the battery cars would be operated on the Oyster Bay Line as this line is not electrified and shorter than any of the other LIRR non-electrified lines. This was potentially an alternative to the complete electrification of the LIRR which at the present time is estimated to cost approximately \$18 million per mile. It was noted by officials of the LIRR that there is still the possibility of battery powered train cars in the future, possibly with the M-9A's.

MTA and local officials announced the completion of the Denton Avenue Bridge which was the last bridge to be finished along the 9.8 mile section of track between Hicksville and Floral Park. On Monday 8/1, there was a ceremony to announce the completion of the 7th bridge and crossing along the Third Track Project. The completion of the Denton Avenue Bridge was delayed due to the Village of Garden City suing the MTA over the placement and height of electric poles along the LIRR Right-of-Way in Garden City. The bridge/tunnel is still single lane for cars but now has a pedestrian walkway which did not exist in the past. Most of the stones from the façade of the original bridge were used as the façade for the new bridge.

On Monday August 15th, a section of the LIRR's Third Track between Floral Park and Merillon Avenue was officially opened. NY Governor Kathy Hochul was joined by various LIRR officials, union leaders and local politicians at the New Hyde Park station. I, Dave Morrison and several members of the Railroad Museum of LI rode the special train to the NHP station and listened to the various accolades given to the workers and officials who made this momentous project possible. It is expected that full service along the entire 9.8 miles between Floral Park and Hicksville will not take place until early next year. The 3rd Track Project is a key linchpin in the opening of ESA to Grand Central Madison which is expected to occur in December. This is an incredible amount of construction, changes, renovations and improvements to the LIRR that should be completed by the middle of 2023!

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	@\$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 _____
# _____	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

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Please support your local railroad museums!

