



# SEMAPHORE



January 2023

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

The January 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

Dave Morrison will speak about his recently published book: Long Island Rail Road - Port Washington Branch. Joining Dave will be Hank Boerner, who wrote the foreword for the book. Hank was at the April 19, 2019 chapter meeting when tribute was made to the 50th Anniversary of the LIRR mini maids. Not to disappoint, some mini maid photographs are in this new book.

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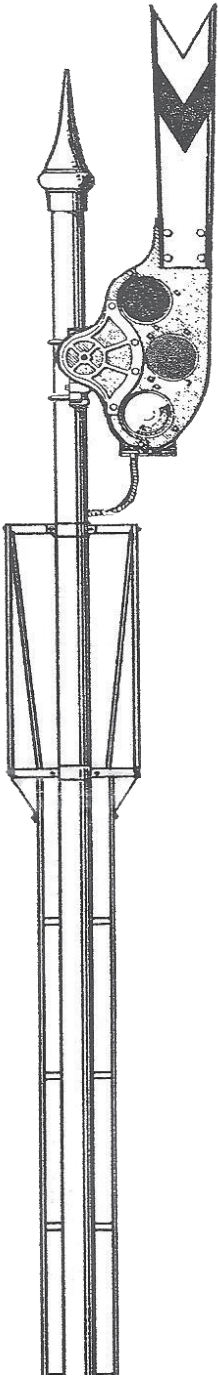
For Regular updates and other important information, visit the LIST Chapter website at: [LIST-NRHS.org](http://LIST-NRHS.org)

Our Chapter's mailing address is:

LIST-NRHS

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Babylon NY 11702-0507



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



## January Membership Meeting Information by Ed Koehler

### LOG IN INFORMATION FOR THE JANUARY MEMBERSHIP MEETING

### *Taking a trip on the Port Washington Branch!*

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



LIRR Train 422 with MU Engine 9934 on the Manhasset Viaduct, July 25, 2014 E.M. Koehler Jr.

**Friday, January 20, 2023 at 8:00 PM** eastern **7:00 PM** central: The January Membership Meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society 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 member David Morrison who will be discussing his latest publication from Arcadia which features the Port Washington branch.

To attend this event, click this link:

<https://us02web.zoom.us/j/84592625773?pwd=c2piVXJpSFFxRlR2NlNmeVRlQmJlZz09>

Meeting ID: 845 9262 5773      Passcode: 473662

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](mailto:csquigley@optonline.net) and we will talk.

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## **LIST Happenings** by Steve Quigley

Since our 2023 LIRR sold out, we ordered additional copies from our printer and they have been received. However, our 2023 calendar sales still remain strong and we have only 13 of the calendars that we ordered remaining. If you wish to have our 2023 LIRR calendar order one NOW!

We thank all of our members who have sent in their 2023 Chapter dues which at \$20 per year is reasonably priced. A dues renewal notice will only be sent to the members who have not paid in the February edition of the Semaphore.

Chapter member Dave Morrison has written a new book on the Port Washington Branch of the LIRR. Dave will be the presenter at our January meeting and will do a book signing at the meeting. As usual, Chapter members will receive a discount off the retail price of the book. Please see the order form in this month's edition of the Semaphore.

In addition, Dave wrote a very informative book titled, "Grand Central Terminal and Penn Station, Statuary and Sculptures." You will find this to be an interesting book and it provides you with good insight on these magnificent stations that were built over 100 years ago. Since Penn station is presently undergoing renovation and Grand Central Terminal will have LIRR trains entering shortly, it is good time to learn more about these magnificent stations. Please see the order form in this edition of the Semaphore.

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](mailto:csquigley@optonline.net) and my telephone # is 631-487-4766. Please do not mail me hard copies of your articles. Please email your articles as we have to retype mailed copies.

## **LIRR News** by Steve Quigley

On Sunday December 11th, MTA officials announced that operational control of Grand Central Madison terminal has been transferred to the people of the LIRR. However, some aspects of the ventilation system of the East Side Access Project is causing a delay in the grand opening of the station. A new report has listed February 2023 as the actual completion date. It is known that the LIRR has been running trains in and out of GCM but these have been test trains. M-7's and M-9's are slated to run to GCM but M-3's will not be traveling there due to several operational issues.

The MTA recently received a temporary waiver from federal regulators for the required technology required designed to prevent collisions inside the tunnels leading to GCM. Even with this waiver, there are still various systems that need to be completed before the station can officially be noted as complete. The many retail shops in GCM are vacant and the MTA is hoping that high end shops occupy the spaces unlike the many delis, pizza restaurants and newsstands that were in Penn station prior to the ongoing renovations.

At the present time, it is unknown when the official grand opening of GCM will occur; however there are reports that the LIRR will be running scheduled shuttle trains from Jamaica to GCM prior to its official grand opening. As I have previously mentioned, when I am made aware of the official grand opening date, I will let all know via email or other means available. [Possibly an RPO!]

As I have mentioned previously, 2022 has been an incredible year of changes and improvements to the LIRR and its employees! With more to come!

## Making Way for the Third Track in Mineola by Dave Morrison

In last month's SEMAPHORE, the Mineola Station building was discussed and it was written:

"At the east end exterior of the building, a large tree (emphasis added) will be planted."

A photograph was added, showing the circular concrete structure for the planting of the tree.

Well, upon visiting the station on December 30, 2022, it was seen that a sapling tree had been planted at that location – see photograph below:



As part of the Third Track Project, three (3) structures at Mineola had to be demolished due to the fact that they would have been in the path of the new track. Those structures were the eastbound waiting room building (on the south side, opposite the station building), electric substation No. 8 and Nassau Tower.

The eastbound waiting room building was demolished in 2020. This photograph, looking west from underneath the Mineola Boulevard Bridge, shows the area where the former building was located. A new pedestrian overpass, with elevators, was erected and is now functioning.

Nassau Tower, having been in operation since April 25, 1923, would be demolished, in spite of efforts by a local preservation group to have it rescued from demolition and moved to a different site for restoration and public display. This March 27, 2021 photograph shows a view of the south side of the tower after electric substation No. 8 was demolished. This short-lived view of the tower was impossible to see with the substation in the way.



Electric substation No. 8 opened in 1910 to provide electric service to the Hempstead Branch by means of a feeder cable. It was also intended for use in future electrification projects, such as the extension of third rail to Mineola in 1926. This July 21, 2020 photograph shows the substation with Nassau Tower being in the background to the right.

## Making Way for the Third Track in Mineola continued from page 4

On the morning of March 8, 2021, the demolition of electric substation No. 8 began with the bucket of an excavator tearing into the southeast corner of the building, as seen in the photograph below:



It took six (6) months but on September 18, 2021, Nassau Tower was demolished in a single day. This photograph shows the excavator tearing the building apart as a workman sprays water on the structure to keep down the dust. Sadly, Nassau Tower suffered the same fate that the former PD Tower in Patchogue suffered when it was demolished on August 22, 2006.



This January 3, 2022 photograph, looking north from the roof of the nearby parking garage, shows the site of the former Nassau Tower and electric substation No. 8. A temporary signal bridge is at left and the Davenport Press Restaurant is at far right. That is a westbound train going across the former Main Street grade crossing, now permanently closed to automobile traffic.



By the end of 2022, construction was well underway for the new east end pedestrian overpass and the "kiss-and-ride" area on the site of former Nassau Tower and electric substation No. 8. This December 30, 2022 photograph was taken from the parking garage roof.

## Making Way for the Third Track in Mineola continued from page 5

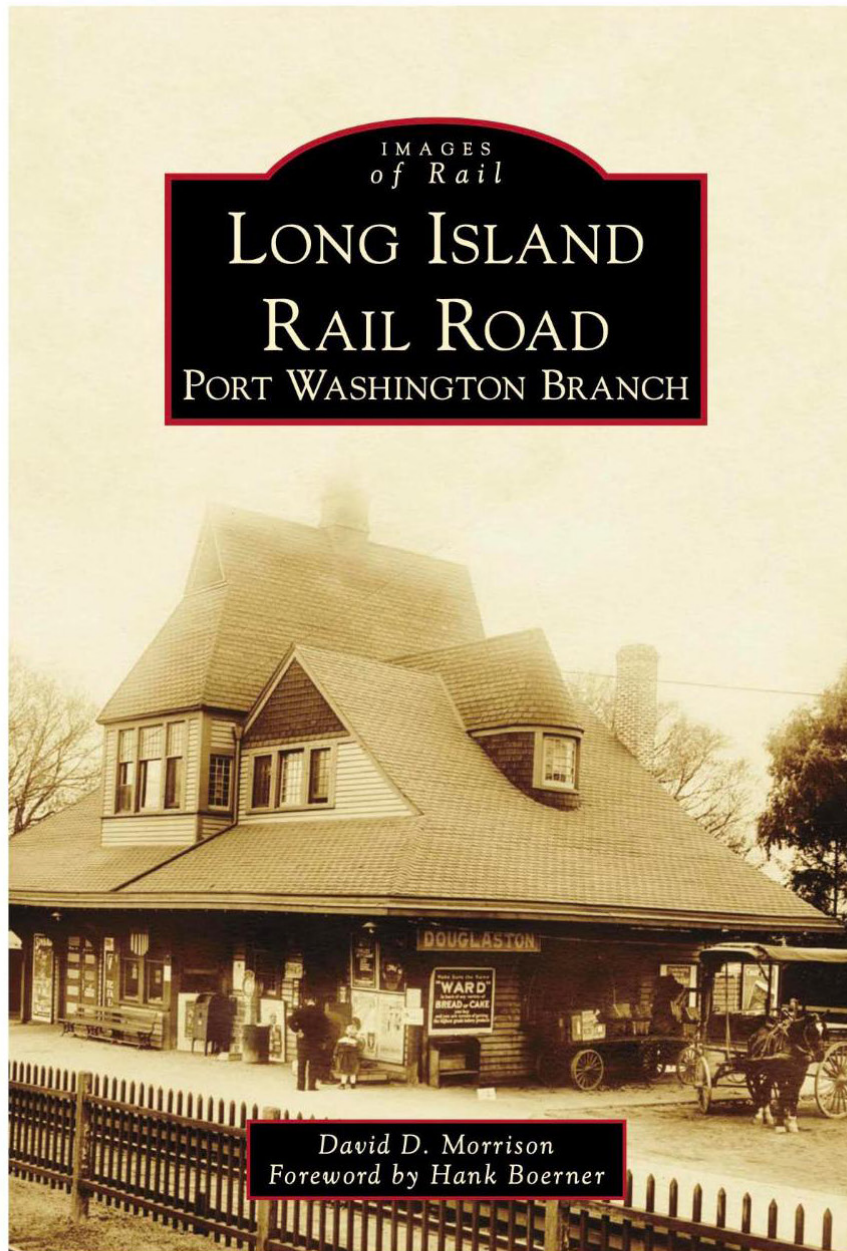


It was mentioned the December Semaphore article that “quite a surprise is in the works for the west end exterior” of the Mineola Station building. This December 30, 2022 photograph was taken at the west end of the building looking southeast toward the new pedestrian overpass. That cement pad in the foreground, with a traffic drum on top, is for the “monumental fixture” that will soon be put into place. This fixture is still “under wraps” by the MTA, so you have to “stay tuned for this one.”



All photographs in this article were taken by the author.

For further reading and lots more images pertaining to the history of the railroad in Mineola, this author's book *Long Island Rail Road - Oyster Bay Branch* would be an excellent reference. That book may be ordered through the Chapter at a discount.



**10th *Images of Rail* book by David Morrison**  
**Release date - January 23, 2023**  
**May be pre-ordered on [amazon.com](https://www.amazon.com)**

We will have this book available for LIST Chapter members at the January meeting and Dave will perform a book signing at that time.

Dave Morrison will be doing presentations on various LIRR topics at the following places and dates:

- Babylon Library, January 22 at 2pm
- West Babylon Library, Feb 9 at 7pm
- Brentwood Library, March 16 at 3pm

He is scheduled to be on a 10 minute segment on WLIW (88.3 FM) on Jan 26 at 9:25am

## The LIRR Modeler by Mike Boland

### THIS MONTH'S FEATURE: TWO NEW PENNSYLVANIA RAILROAD HEADEND CARS

Well, it's 2023 and time to examine two new Pennsylvania Railroad headend cars for passenger service. These cars have been brought out by our good friends at Walthers and both cars saw service on the Long Island Rail Road.

I grew up in the Five Towns on Long Island's south shore and along the Far Rockaway Branch, which was electrified I never really saw any steam or diesel-powered trains. This certainly changed as I got older and began to travel. For me, finally seeing LIRR diesel-pulled trains while changing trains at Jamaica (when I began to commute on the LIRR) was a real but short-lived treat. That's when I began to see LIRR headend cars.

The car I remember seeing the most was the B60B arch-roof baggage car, of which the LIRR had ten, built in 1924. They were the same as the Pennsylvania Railroad's fleet of 500 cars built for it in the 1920's by several car builders. Walthers has brought out the PRR version with the porthole-style baggage doors in several road numbers and paint schemes. These cars also had the familiar PRR-style panel doors. PRR had 500 of these iconic baggage cars that traveled all over the country, mixed in with other headend cars of other railroads. Yes, the PRR B60B went everywhere!

There was a B60B version with Kiesel-style freight-car trucks but Walthers chose to do the car version with the 2DP5 trucks. The cars are all in the standard PRR paint scheme but what's really nice is that all the grab irons are factory-installed; they can be very difficult for a modeler to install.

PRR B60B baggage cars did operate on the Long Island but they disappeared at around the same time as all other Pennsy motive power and rolling stock returned to the PRR after the LIRR's bankruptcy in November 1949. However, a PRR B60B would occasionally appear in a Long Island train in the years after that.

Now here's an interesting project for those of us LIRR fans and modelers who want a LIRR B60B in Tuscan Red with black roof and gold lettering. Obviously, there is not one of these to be had but it could be replicated by taking a PRR B60B and removing the PENNSYLVANIA lettering on the letterboard and replacing it with the appropriate LONG ISLAND lettering and numbers in the middle of the car. More about this in an upcoming feature.

The other headend car brought out by Walthers is the R50B, a refrigerator car with an arch roof and a single door in the middle of the car. Old photos reveal that this car would appear on the headend of a number of PRR trains as well as some LIRR trains. This is a good-looking car and since it has no letterboard, its lettering has been placed on both sides of the car. A number of paint schemes are provided. This, too, is a car that LIRR modelers should have one or two on their layouts.

Well, I'm off to Cocoa Beach on the Space (east) Coast of Florida to participate in the Proto Rails 2023 Railroad Prototype Modelers Meet; it's always a blast!

I'm presenting a clinic there on the 1935 Labor Day Hurricane that ended service on the Key West Extension of the Florida East Coast Railway.

More about that meet next time. Until then, happy modeling!



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

# _____	LIRR Port Washington Branch D. Morrison <b>NEW</b>	@\$18 each Total _____
# _____	2023 LIRR calendar (very few remaining)	@\$8 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm <b>NEW</b> 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 <b>NEW</b>	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison <b>NEW</b>	@\$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

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**Please support your local railroad museums!**

