



SEMAPHORE



November 2023

The LIST Next meeting will be held on **Friday, November 17th** at 8:00 p.m.

This 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

Andy Sparberg will be the guest presenter at the November 17th LIST meeting. Andy is the author of the book "From a Nickel to a Token" among other writings.

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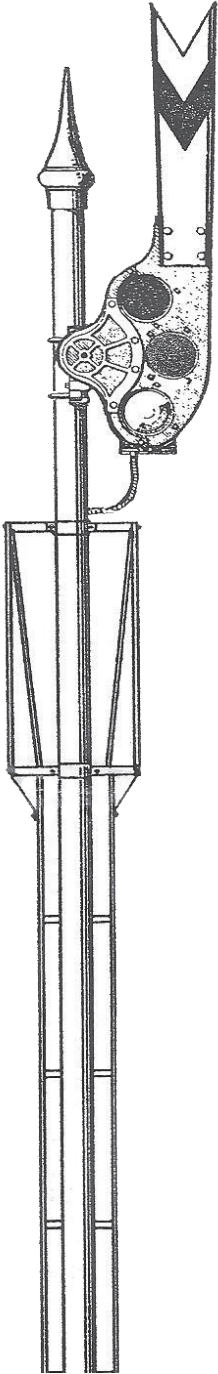
For Regular updates and other important information, visit the LIST Chapter website at: LIST-NRHS.org

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

Persons entering either this electronic meeting or the physical meeting room agree to not record any or all part of the presentation without the express written permission of the Long Island Sunrise Chapter NRHS, the host/producer and the presenter. Violations of this agreement could result in criminal and/or civil penalties. Thank you for your cooperation. Want to get in contact with a presenter? We will be happy to facilitate that.



M7 7311 on the rear of a train at Grand Central Madison, August 1, 2023. Andrew Sparberg image.

Friday, November 17, 2023 at 8:00 PM eastern, **7:00 PM** central: The November Membership Meeting of the Long Island Sunrise Trail Chapter of the National Railway Historical Society will be held at 600 Albin Avenue, West Babylon, New York. We ask all local members to attend. For our out of town members, we invite you to participate via Zoom®. With the opening of the Third Track between Floral Park and Hicksville and the Grand Central Branch into the new Grand Central Madison station, our Long Island Rail Road has changed mightily in the Twenty-First Century. Join us as Andrew Sparberg, details some of these changes in a PowerPoint® based presentation.

To attend this event, click this link:

<https://us02web.zoom.us/j/81966488408?pwd=eIMyc05JaVoybmpBSUI6WTJhMmpOUT09>

Meeting ID: 819 6648 8408 Passcode: 140640

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.

- * * * -

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

The 2024 dues renewal notice is included in this edition of the Semaphore. We would appreciate it if you send back your dues renewal as soon as possible. The dues have NOT increased in the past several years even though the cost of everything has increased as you know. PLEASE SEND YOUR DUES TO OUR TREASURER, ALAN MARK AT THE ADDRESS NOTED ON THE FORM. If you send it to our PO Box we have to forward it to Alan. Your timely renewal is appreciated. If you wish to order a calendar or book, please make a separate check for the dues as we prefer them separately.

Our 2024 LIRR calendar is selling very well. We have sold approximately 90% of the total order in less than 2 months and expect it to be a sell out again like our 2023 version. If you wish to order our excellent calendar, please do as soon as we do not hold any calendars waiting for an order. The order form is in this month's Semaphore.

Thanks to Chapter member Al Johnson, our website is being totally revised. Al has taken on the task of managing the substantial changes that are taking place to it. We should have the revised version completed by the end of November. When it is finished, I will let you know and I hope you will peruse it and provide us with comments.

The NY Transit Museum continues to have excellent programs, tours and trips. One tour that is coming soon is "Take the Best Subway 101 Tour in NYC." There are multiple dates through December of this year. The tours cost \$30 and they start on October 12 and continue until December 7th. It consists of a guided tour of the subway, visiting stations, learning about its secrets as well as exploring art and architecture. You will also view exclusive archival images from the Museum's collection along the way. Please see the Transit Museum website for additional information.

The December meeting will be held at Old Town Hall in Babylon Village. A 250 sq. ft. "O" gauge train layout will be built and you are welcome to bring your O gauge trains to run them on the layout. If you wish to be a train engineer for the evening, bring your trains and have some fun!

Just a reminder!

The presenters of our Chapter meetings put in a substantial amount of time and effort in producing a show that we hope you like. PLEASE do not interrupt the presenter and keep comments to yourself. Hold your questions until the end of the show unless the presenter states they are open to questions. Courtesy and etiquette should be maintained during the meeting. We thank you for your cooperation in this matter!

THERE WILL NO VIDEO TAPING OR PHOTOS OF THE MEETING CONTENT WITHOUT THE EXPRESS CONSENT OF THE PRESENTER.

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 do not mail me hard copies of your articles. Please email your articles as we have to retype mailed copies.

PLEASE SEND ME YOUR EMAIL ADDRESS AND I WILL EMAIL YOU THE SEMAPHORE WITH COLOR PICTURES!

LIRR News by Steve Quigley**THEN and NOW**

May 20, 1925 was a momentous day in LIRR history as reported in the June 1973 edition of the "Long Island Metro Lines." It was on that day the first passenger train ran from Penn Station to Babylon, a distance of approximately 40 miles. Electrification of the LIRR began in 1904 with construction of the line from Flatbush Avenue to Rockaway Park which was a distance of 16 miles. In August of 1905, the first electric train ran from Flatbush Ave to Jamaica. Electric trains ran to Belmont Park in October 1905, to Springfield Junction two weeks later and to Valley Stream in December 1905. In 1910, electric service to and from the new Penn Station was begun.

The first electric train to Babylon departed from Track 16 at 2:15 P M in the afternoon on May 20th. At the time, it was one of the longest trains of electrically equipped motor cars ever dispatched by an American railroad! 14 new all steel M U cars each measuring 64.5' in length and capable of carrying 78 persons comprised the train. Each car cost \$35,000 and it was considered the "The Half Million Dollar Special!" Motorman Cyril Kane was at the throttle with a conductor and two trainmen as well. 500 people with special invitations boarded at Penn Station and 500 more boarded at stations along the way. The first stop was Jamaica with 15 additional stops to Babylon.

A squadron of airplanes from Mitchel Field in Uniondale escorted the train along its final miles of the trip to Babylon when it arrived at 3:45 P M. Upwards of as many as 10,000 people cheered when the train arrived in Babylon with the LIRR Employees Sunrise Trail Band playing music for the occasion. A parade was held and of course speeches were made to celebrate the train's arrival. The electrification to Babylon cost the LIRR approximately \$5,000,000!

On October 16 2023, a LIRR rider who was on a Babylon line train left behind a backpack with \$12,000 in cash in it. The rider boarded a westbound train from Babylon, transferred trains at Freeport and got off at Rockville Centre. That is when the rider realized she had left her backpack with money on the train. She then contacted a LIRR employee who directed her to the LIRR's Lost and Found in Penn Station. She filled out the paperwork and returned to Penn on Tuesday morning. The backpack was traced and it turned out the bag had been turned in by the train's conductor. The rider was given the bag with all the money intact and the train crew as well as all employees involved were thanked by the owner of the bag as well as Janno Lieber, chairman and chief executive of the MTA.

In 2024, work will begin on repairing tracks 1 and 2 of the East River tunnels that are used by hundreds of LIRR, NJ Transit and Amtrak trains each day. The tunnels were flooded and damaged by Hurricane Sandy in 2012. The federal government will provide approximately \$1.3 million which should cover the entire cost of repairing the tunnel which were damaged by the flooding and salt water. Drainage systems, signals and the bench walls will be reconstructed with no trains being delayed at the time of reconstruction. The project is expected to begin in 2024 and be completed at the end of 2027.

It was recently announced in the MTA's Needs Assessment that the LIRR has several projects that were included in the list of items to be done. The list includes several projects that are needed as well as some that are on a wish list. They are as follows:

Rebuilding the LIRR's tunnel to the Atlantic Terminal [Flatbush Ave as it was called], buying 340 new rail cars to replace the M-3's and repainting dozens of the LIRR's bridges and trestles. Wish list items are the electrification of the Port Jefferson Line as well as replacing the current diesel locos with ones that are more environmentally friendly and can run on battery power. [Remember the old ALCo locomotives [that were considered steam locos due to the amount of smoke when accelerating?]] Additionally, replacing or upgrading 72 electric substations and modernizing 50 miles of signals are among the items as well as capacity improvements between Speonk and Montauk. Which of the many projects go forward in future years depend upon the approval of the MTA Capital budget next year.

The LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: THE LIRR MU EQUIPMENT AS OF JULY 1, 1951

I love paper, LIRR paper that is! In many years of studying, modeling and writing about the LIRR, I've collected quite a lot of railroad-generated paper about the fascinating doings and goings-on of the Route of the Dashing Commuter.

Of note is this memo from H. B. Stetson, Superintendent. While not quite a roster, this interesting document is dated July 1, 1951 and concerns itself with MU equipment, my favorite rolling stock. The date is interesting because this is around the time the railroad began operating with Automatic Speed Control (ASC) following the two horrific crashes of 1950. But oddly enough, this memo does not concern itself with ASC but other features that are most interesting with the following features:

CENTRALIZED DOOR CONTROL (CDC or CD): By this date a good number of just about all the MU fleet have been equipped with Centralized Door Control or "CD" in white or red as the cars were stenciled at the bottom and top of MU car corners next to the vestibules. All the double-deckers and most of the early MP54 classes now had CDC. A number but not all T54's had CDC. Just a few MP54C's and MP54D1's were equipped with CDC; it's probable that the installation of CDC was still going on. Even two MB62's were equipped as well as just a few combines.

HIGH-POWERED HEADLIGHTS: Apparently the LIRR was in the process of improving the headlights of its MU fleet. A number of cars were already fitted with these. All MP54A1's and double-deckers were so equipped. A great many of class MP54 and MP54A cars got these new headlights. Just about all classes of MP54B, C, and D1 got the new headlights as well.

CAB SIGNALS: All double-deckers and class MP54A1 cars were equipped with cab signals. So were most MB62's and combines, but no cars numbered above 1527 except 1651, 1654 and 1661 had cab signals. There were significant gaps in the class MP54B and MP54C MU's with many cars without cab signals, not to be confused with the new ASC.

CARS EQUIPPED WITH MOTORIZED TRAILERS: Perhaps it would have been better to refer to these cars as "Cars Equipped As Motorized Trailers." By now, this "new" piece of rolling stock made by the LIRR shops continues to grow and grow. This class of car was created by the railroad's shaky finances, the two crashes of 1950 and the advent of ASC. The weak collision posts on the MP54's and MP54A's did not help the situation and these cars were removed from headend service used exclusively in mid-train service. Beginning on October 27, 1950, class MP54 and MP54A—the earliest MU cars on the property--had their controls, headlights, marker lights, whistles, porthole-style windows and wipers removed and stored as surplus, creating a "motor trailer" or "motorized trailer" or as Hank Raudenbush, a former LIRR official, calls them: "blind motors." Until now, the railroad's MU fleet consisted of control motor cars, trailers (cars without motors or controls) and a few control trailers, CT54A club car ROCKAWAY (1677) with ASC and several control trailer double-deckers, which would ultimately have motors installed in them, making them control motors. This actually was a short-lived affair with the LIRR operating some double-deckers as "married pairs" or "bride and groom" sets, but was abandoned after a short time. These double-deckers would in later years have their controls removed and converted to motor trailers. Just about all MP54 and MP54A control motor cars were converted by the railroad to motor trailers, leaving about half of the MU fleet of control motors with speed control and the other half as motor trailers.

The first MP54's and MP54A's that were converted into motor trailers were renumbered, beginning with 1001, a block of numbers available now with the scrapping of the railroad's MP41 fleet of Gibbs cars, numbered 1001 through 1133. While numbers 1001 through 1017 were initially used (two T54's were mounted on motor trucks from motor cars that had been scrapped but they had no controls), As of this date, there were cars 1001 through 1015. These were former control motor cars 1410, 1522, 1531, 1554, 1569, 1586, 1588, 1605, 1609, 1610, 1613, 1635, 1659 and 1668. Twenty-nine (29) cars were converted as of this date. Many more cars would be converted and the last car to be converted, MP54A 1651, would finally have its controls removed in the mid-1960's. I've seen a photo of it scrapped at Corona Yard still with its marker lights painted over, its headlight housings removed and the red numbers 1651 still in its windows by the vestibules! What a great photo—but I don't have an original copy of it.

CARS EQUIPPED WITH 2/3 SEAT CARS: A number of MU cars have already been given 3/2 seats in an attempt to increase seat capacity for commuters. These cars include trailers, motorized trailers and control motor cars; excluded were combines.

And speaking of combines, ten (10) combines have at this time been converted to MU full-baggage cars by having their seats removed. These cars were 1356, 1359, 1360, 1362, 1367, 1368, 1378, 1379, 1391 and 1398.

Last, the memo makes note of the double-deckers and notes that these cars have air-conditioning and a public address system in each car, something that previous MU cars lacked. Some double-deckers have ventilators at the east end of the car and were not to be used at the east end of an MU train; other cars had ventilators at the west end of the car and were not to be used at the west end of trains. Surely, this was for the benefit and comfort of engineers.

All in all, this memo made for some fascinating reading.

I just wish I had more of these. Are there any others out there?

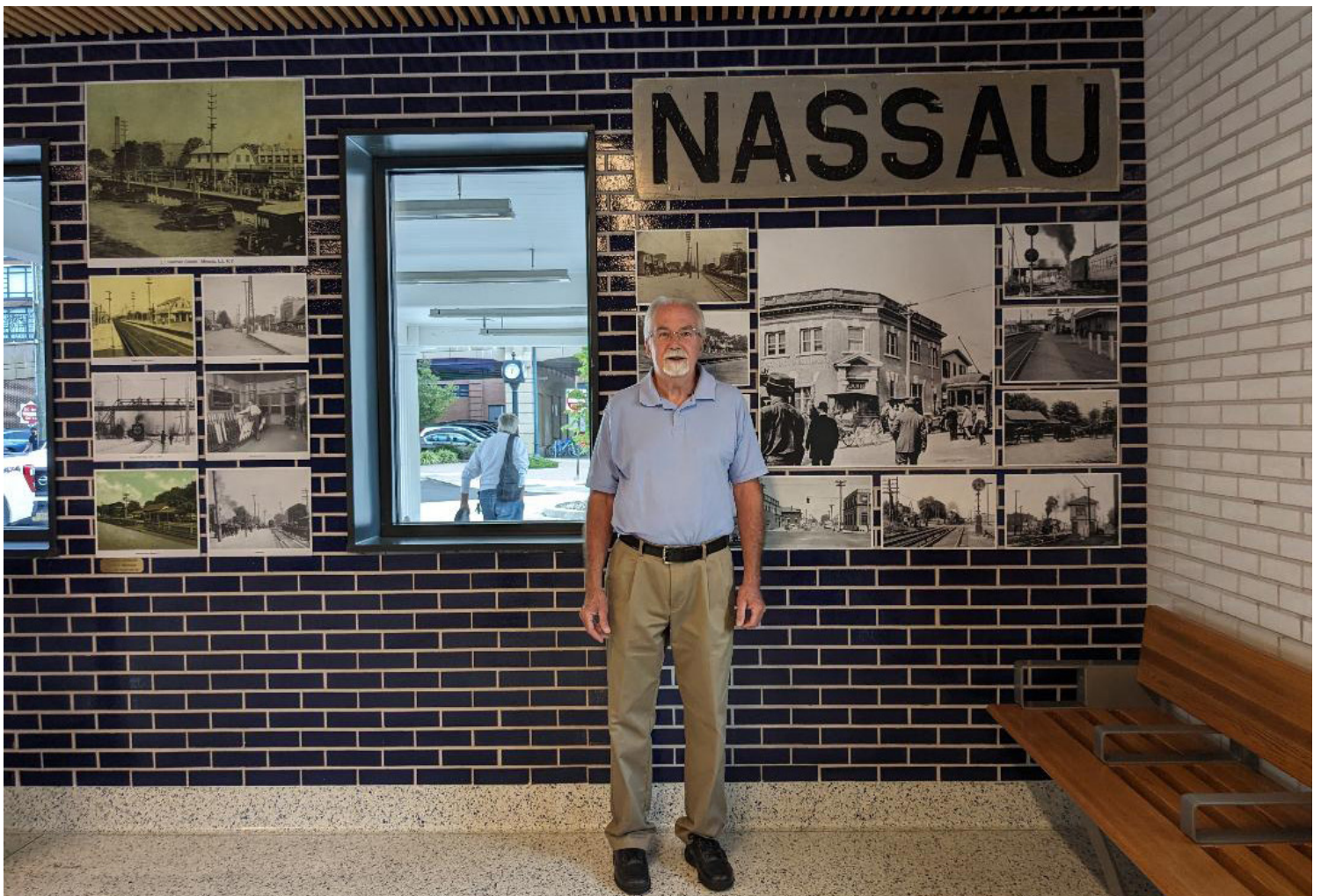
Until next time, Happy Thanksgiving and happy modeling!

The LIRR Third Track Project

Thank you for spotlighting the LIRR Mineola Station upgrades in the October 2023 Semaphore. It was marvelous to join for the 100th anniversary event, to celebrate with many of the stakeholders who contributed to the success of this project, and to appreciate the extent of the improvements MTA made to the station and the surrounding area. One of the Semaphore's photos showcases the renovated interior of the LIRR Mineola Station building, with a metal "NASSAU" sign as part of the display. This sign—and its identical twin—was originally affixed to the exterior of the historic Nassau Tower. We are so fortunate it was salvaged. Early one morning during the height of the COVID-19 pandemic, I received a call from Stephen Quigley, President of the Long Island Sunrise Trail Chapter of the National Railway Historical Society. Stephen notified me that one of the signs had reportedly been taken from the building overnight, and asked if the project team had removed it intentionally. We had not, and were dismayed to later learn it had been stolen. Several fast-acting team members removed the second sign and stored it in a secure location. Over the next several months, the project team worked hard to determine the best way to preserve the sign and give it a new home. The beautiful NASSAU sign is now on display in the station for all to enjoy thanks to Stephen Quigley. On behalf of the LIRR Third Track project team--thank you Stephen! Your dedication to railroad history and community building has been a great asset to the project.

Sincerely,

Leslie Mesnick, Community Outreach Manager
LIRR Third Track Project





LONG ISLAND-SUNRISE TRAIL CHAPTER

Founded in 1966



NATIONAL RAILWAY HISTORICAL SOCIETY

2024 CHAPTER

MEMBERSHIP DUES NOTICE

(Payable by January 1, 2024)

<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

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

# _____	2024 LIRR Calendar NEW	@\$8 each Total _____
# _____	The LIRR drawings of Vincent Quatroche NEW	@\$10 each Total _____
# _____	LIRR Port Washington Branch D. Morrison NEW	@\$18 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	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison	@\$18 each Total _____
# _____	The 185th Anniversary of the LIRR book	@\$5 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 1	@\$48 each Total _____
# _____	LIRR Multiple Unit Cars 1953 - 2020 by M. Boland Vol. 2 NEW	@\$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 _____

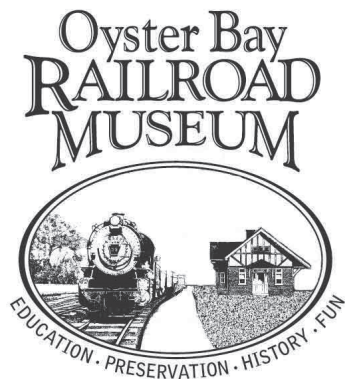
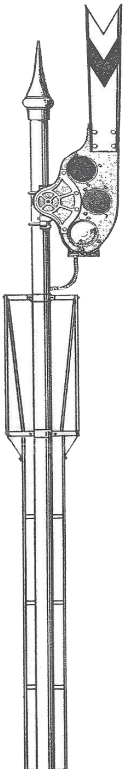
Shipping for 1 Calendar or book is \$4.00. One calendar cost is \$13.04 for New York State residents. Shipping for both Bob Sturm's books is \$10. Shipping for other extra books, please call or email Steve Quigley for the shipping cost. NY State Residents, add 8.625% tax to the total of the merchandise 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
National Railway Historical Society
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Our Thirty-third Year!

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