



SEMAPHORE



February 2023

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

The February 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

Chapter member Mike Boland will be the presenter at our February 17th meeting. His topic will be "LIRR steam locomotives, passenger cars and consists:1880 - 1955."

IN THIS ISSUE

- Page 2 February Membership Meeting Info**
- Page 3 LIST Happenings**
- Page 4 LIRR News**
- Page 5-7 Photos - Grand Central Madison**
- Page 8 Railroad Museum of LI**
- Page 9-10 The LIRR Modeler**
- Page 11 LIST Publication Order Form**

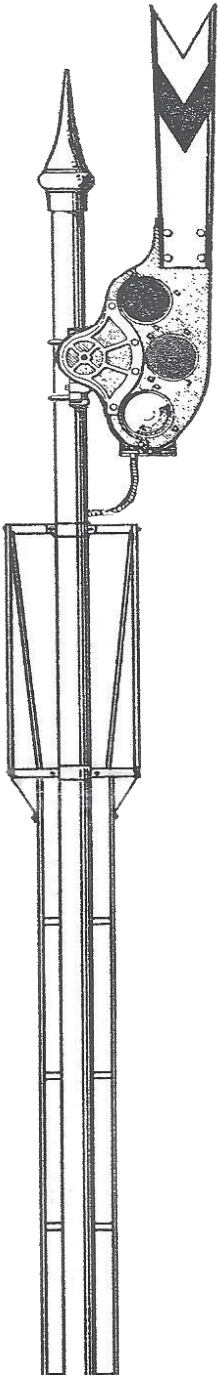
For Regular updates and other important information, visit the LIST Chapter website at: LIST-NRHS.org

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



February Membership Meeting Information by Ed Koehler

LOG IN INFORMATION FOR THE JANUARY MEMBERSHIP MEETING

A Trip Back in Long Island Rail Road History

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



Friday, February 17, 2023 at 8:00 PM eastern **7:00 PM** central: The February 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 **LIRR Steam Locomotives, Passenger Cars and Consists: 1880-1955**, by member Mike Boland who will be presenting from Florida.

To attend this event, click this link:

<https://us02web.zoom.us/j/81925041353?pwd=S3F2SXM1WkpgZk56dEIEYmFMdEM1Zz09>

Meeting ID: 819 2504 1353 Passcode: 774256

One tap mobile

+19292056099,,81925041353#,,,,*774256# US (New York)

+16469313860,,81925041353#,,,,*774256# US

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

We had a very successful 2023 LIRR calendar in that we have SOLD OUT! Thanks go to the members of the calendar committee who produced an excellent edition and to several of our Chapter members who sold many copies to various people and organizations.

We are beginning to gather ideas for our 2024 LIRR calendar and one idea that we will adhere to is a cutoff date for photo submissions. THIS YEAR THE CUTOFF DATE FOR PHOTO SUBMISSIONS WILL BE MAY 19TH WHICH IS THE DATE OF OUR MAY MEETING. Having May 19th as a last day for submissions should give us enough time to produce our calendar in a timely manner. After all, we are an all volunteer organization relying on members to assist in their free time.

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 is included in this edition of the Semaphore to only those members who have not paid as of 2/1/2023. If you have paid your dues but received a dues renewal notice, please contact Alan Mark, our Treasurer, or myself and we will assist you in this matter. We thank the many members of LIST who have already sent in their dues.

We apologize for the internet issues we had during Dave Morrison's January presentation. We had the internet connection checked out by Optimum and we hope to NOT have a repeat of the issues we had last month. We apologize to Dave for interrupting his excellent presentation.

Chapter member Dave Morrison has written a new book on the Port Washington Branch of the LIRR. We have signed copies of his excellent book in stock.

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 will provide 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 now has LIRR trains, it is good time to learn more about these magnificent stations. Please see the order form in this edition of the Semaphore.

The NYC Transit Museum has some excellent Virtual Programs lined up for February. Some of the programs are as follows: "Coloring the Subway Map." This program tells the why the various subway lines were colored the way they are. Another program is "Building Transit Hubs, 34th street Herald Square and 42nd street Bryant Park."

The Transit Museum also has collectibles celebrating Grand Central Madison. Go to info@nytransitmuseum.org regarding the virtual programs and the New York Transit Museum Store online to view all the items that the Museum Store has.

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.

LIRR News by Steve Quigley

On Wednesday, January 25th, 2023, the first passenger revenue train to Grand Central Madison departed Jamaica Station at 10:45 AM. The M-9 train arrived on track 302 in GCM to the cheers of the riders on board 20 minutes later. From my seat in the train, it appeared that the train cars were filled as it was reported that there was approximately 900 passengers on board. When the train arrived, the station platform was filled as there were many people waiting there to greet the arrival of the first revenue train. At the present time, the LIRR will be running shuttle train service to and from Jamaica to GCM. An announcement has not been made as to when service to other stations in the LIRR system will commence. At the present time, service will be limited to 7AM to 8PM on weekdays and 7AM to 11PM on weekends. However, since Grand Central Terminal is closed from 2AM to 5:15 AM, the LIRR will not operate during those hours as well.

There was extensive media coverage with speeches by the NY State Governor Hochul, MTA CEO Janno Lieber among others. Various commemorative giveaways such as caps and special tickets were in short supply. On the train from Jamaica to GCM, the conductor made special announcements and tickets were punched but returned to the riders as a souvenir. [I saved mine]

The station is a magnificent piece of architecture and technology with the 180 feet long escalators taking almost 2 minutes to ride being part of the technology of the station.

The planning for this new station began six decades ago, the tunneling began in 2007, the cost was \$11.1 billion and the station is approximately 700,000 square feet in size.

LIRR riders who work on the East side of Manhattan will save time and money as they will no longer have to transfer to the subway in either LIC or Penn Station to get to the East side of Manhattan. [Or, in my case when I worked at Rockefeller Center a few years ago, I walked 20+ minutes from Penn Station. SQ]

When several members of LIST were given a tour of East Side Access in 2014, the tunnel was a 100' tall cavern with rock walls, no finished flooring and only workmen with hard hats and boots.

I was able to obtain copies of a fold out map of GCM, call me or send an email and I will send you a copy. This is for LIST members only!

In conjunction with the opening of GCM, the LIRR has plans on having a one ticket ride to stations in Metro-North territory. For example, you would be able to purchase one ticket from Montauk to Poughkeepsie. If and when that does occur, I would like to plan a fan trip whereby we would take a train from stations on the LIRR to Poughkeepsie and go to the Walkway across the Hudson for the magnificent view of the Hudson Highlands as well as the trains on the east and west side of the Hudson River. As soon as I have more information, I will let you know. This would be fun day with some incredible views along the way!

Along with the opening of GCM, Grand Central Terminal is marking 110 years since its opening on February 2, 1913. It was home to the New York Central Railroad, the New York, New Haven & Hartford Railroad among others. GCT became home to Metro-North in 1983 and underwent a complete renovation between 1994 and 1998. Grand Central Terminal and Grand Central Madison are the homes to the two busiest passenger railroads in the country!

Congratulations to the people of the LIRR and their new 2nd home!

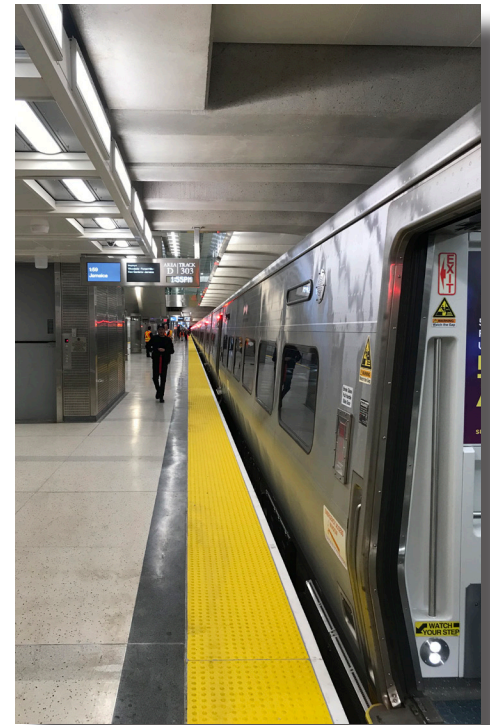
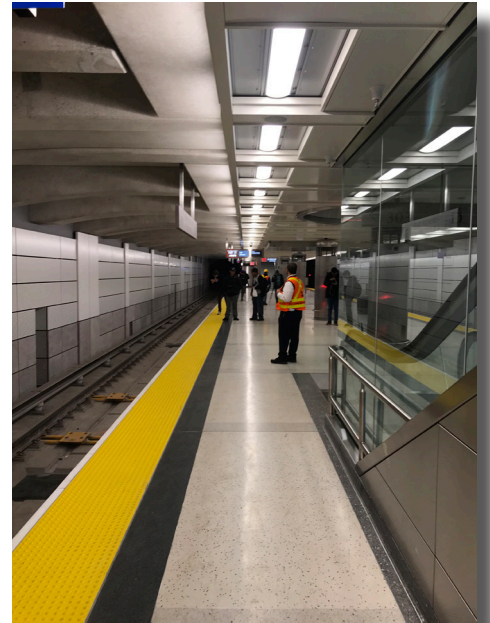
LIRR News Photos by Steve Quigley except where noted



Photo by Barry Johnson



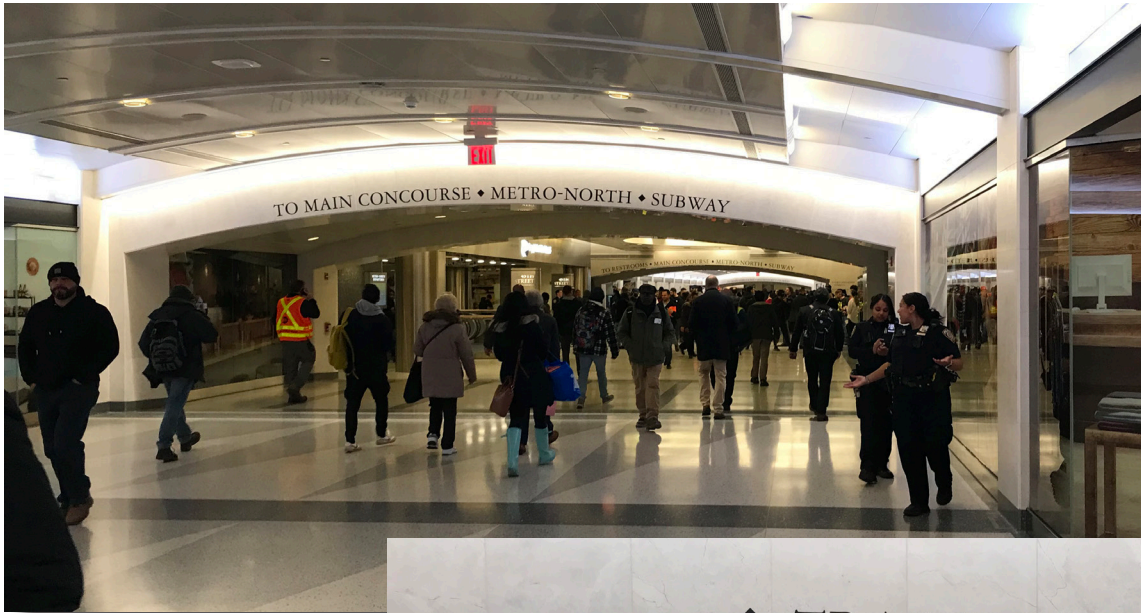
LIRR News Photos by Steve Quigley except where noted



Island		Westbound to Manhattan & Brooklyn			
Track	Time	Destination	Stops	Track	
APEQUA PARK -	7	2:21	Grand Central	GRAND CENTRAL	5
ST ROCKAWAY -	7	2:29	Penn Station	PENN STATION	2
SSAU BOULEVARD -	8	2:39	Penn Station	WOODSIDE - PENN STATION	2
PARK -	8	2:39	Atlantic Terminal	ATLANTIC TERMINAL	3
BILLON AVENUE -	8	2:45	Grand Central	WOODSIDE - GRAND CENTRAL	5
APEQUA PARK -	7	2:50	Penn Station	WOODSIDE - PENN STATION	2
MURST -	6	2:59	Penn Station	WOODSIDE - PENN STATION	2
REET -	8	3:05	Penn Station	WOODSIDE - PENN STATION	2

Wed Jan 25 2:27:51 pm MTA Long Island Rail Road Wed Jan 25

LIRR News Photos by Steve Quigley except where noted



The Railroad Museum of Long Island by Don Fisher



www.rmli.org

TM

Museum ■ 440 – 4th Street ■ P.O. Box 726
Greenport, Long Island, New York 11944-0726 ■ 631-477-0439

Restoration Site & Visitor's Center ■ 416 Griffing Avenue
Riverhead, Long Island, New York ■ 631-727-7920

THE 2023 EDUCATIONAL FORUM

You are invited to a slideshow and discussion by Historian, Dr. Paul J. Carr who will speak on the subject of:

FORGOTTEN CHRONICLES FROM THE EAST END OF LONG ISLAND “THE SOUTH SIDE RAILROAD”

Saturday, March 18, 2023 at 11:00 AM at the Riverhead Free Library, 330 Court Street, Riverhead, NY 11901. Long Island Rail Road's Riverhead Station and convenient train service is adjacent to the library. Ample vehicle parking is available at the library and in the municipal parking lot located across the street on Osborne Avenue.

The subject of this talk and slide presentation by historian Dr. Paul J. Carr will be the history and operations of the “South Side Railroad of Long Island” that ran from Brooklyn to Patchogue. In 1889 the railroad became the Long Island Rail Road's Babylon and Montauk Branches.

Mark your calendar now and plan to attend this fascinating retrospective of railroading history on Long Island. Admission is FREE and open to the public. Visit us on the web at www.rmli.org

The Railroad Museum of Long Island (the Museum), was founded in 1990. The Museum is chartered by the Board of Regents of the State of New York, and is an IRS 501(c)3 non profit organization. The Museum is run by a Board of Trustees made up of members throughout Long Island. The goal of the Museum is to preserve and display Long Island's railroad heritage. All of the work of the Museum is done by volunteers. The Museum operates two locations; Greenport, NY at 440 Fourth Street by the tracks and Riverhead, NY at 416 Griffing Avenue just north of the tracks.

The LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: ATTENDING THE PROTO 2023 RAILROAD PROTOTYPE MODELERS MEET AT COCOA BEACH, FLORIDA

Well, I finally got to Florida and our winter home but it was not by Amtrak and the Autotrain this winter. My train was cancelled due to a grade crossing accident and I couldn't rebook it for two solid weeks so I had no choice but to drive down. It wasn't too bad but traffic and congestion was brutal in South Carolina headed south on I-95. But I got to our condo in time to drive across the state for one of the big events of the year, the Proto Rails 2023 Cocoa Beach RPM Meet held the first weekend in January on the 5th, 6th and 7th of the month. The two-day event, held on Friday and Saturday, actually starts on Thursday evening for early-comers. I presented a non-LIRR show this year and it was on one of my favorite subjects, the Labor Day Hurricane of September 2, 1935, which ended service on the Key West Extension of the Florida East Coast Railway. It is a fascinating topic and I just can't get enough of it. I presented it on Thursday evening at 7pm and had about a dozen railfans in the audience. I had a scratchy throat at the time, which didn't go away and I attended the Friday session of the two-day event and had a great time.

There were so many wonderful clinics that I went to as my scratchy throat became a sore throat Friday and by Saturday morning, I tested myself for COVID before I attended the event. I was positive so I put my mask on and cancelled my clinic for that afternoon at 1pm and quickly left the Cocoa Beach Hilton for the three-hour drive back to Venice, where I live. Fortunately, I had all my shots and developed a very mild case of it; I'm so very fortunate!

So while I only did the first full-day of the show and regrettably had to skip the second, it was a great meet. The clinics I attended included: "The Early 1950's Pacific Fruit Express Fleet" by Ted Culotta; "My New NYO&W 2-Deck Layout" by Bill Schneider of Rapido; "Southern Railway Transition-Era Boxcars" by Fenton Wells; "MDT/NRC Composite Reefers 1931-1941" by Roger Hinman; "Key Aspects to Modeling the PRR" by Bill Neale; "Working with Brass and 3D-Printed Carsides" by Bruce Smith; and "The Finer Points of Interlockings" by Dick. As always, these clinics are just superb and I particularly enjoyed Bruce's clinic since he is quite the PRR modeler—he models the PRR in 1945—and put together a number of PRR car kits put out by Bethlehem Car Works and John Green, who unfortunately was not in attendance. Bruce was kind enough to spend some time with me while I peppered him with questions about how he put his wonderful models together. Thanks, Bruce! This is another reason why I just love this meet.

Five clinics are scheduled simultaneously in each time slot and they are held in small conference rooms on the first floor named Sand Castle 1, Sand Castle 2, Seahorse, Starfish, Sand Dollar+Sundial and Horizons, where each room has an overhead projector for the presentations.

Tech guru Jeff Aley always runs a glitch-free show and oversees the presentations. He makes the schedules for all the presentations and works very hard to make sure each presentation is available twice and that attendees have the ability to see all the clinics that interest them. Way to go, Jeff! GREAT JOB! AGAIN!

In addition to the clinics and presentations I attended, there were a number of other clinics. Each clinic is offered twice, and runs for about 45 minutes with 15 minutes at the end of the presentation reserved for questions and comments. The first clinic starts at 9am and there are two groups of clinics before lunch. Lunch is from noon to 1pm, when the clinics start again for the afternoon. There are three sets of clinics before dinner and then two more rounds before the night is done.

Some of the clinics and presentations that I missed on Saturday—including my 1pm presentation that had to be canceled—were: "Modifying Plastic Steam Locomotives" by Davis; "Building a CTC Panel for your Layout" by Stephen Priest; "Twilight of the Great NYC-Chicago Limiteds" by Jim Langston; "Coast to Coast with Paul Swanson" by Jim Singer; "The Pullman Library-A Moving Experience" by Bob Webber; "Moving Coal on the L&N, N&W and Southern Railways" by John Wilkes; "PRR & NYC-the Central Indiana Railroad" by Mark Vaughan; "Modeling SP Passenger Equipment of the 1950's" by Tony Thompson; "Scenes Along the Right-of-Way" by Joe Oates; "Mathieson Dry Ice Cars" by Stephen Funaro; "Iron Ore Cars" by Donovan Lewis; "Early Trailer Train Flat Cars" by Jim Panza; and "The Last Florida Special" by Jim Langston. There were just so many wonderful, informative clinics offered.

One of the most interesting clinics was offered by Special Guest Speaker Katie Mitzner. Katie is the Director of Public Affairs for Brightline. Brightline is the only provider of modern, eco-friendly, intercity rail transit in America. The company currently serves Miami, Aventura, Fort Lauderdale, Boca Raton and West Palm Beach with its Orland station and will begin service in 2023. This clinic provided an update on the \$2.7 billion Orlando extension construction project and showcased recent milestones as well as providing an inside look at how Brightline is reinventing train travel.

The LIRR Modeler Continued

The models for display and vendors were all in the same room and it was open from 9am until noon, closed between noon and 1pm and then reopened from 1pm to 5:30pm, then closed for dinner. The room reopened from 7pm until 11pm, when it closed for the night.

A few manufacturers were also in attendance, among them Rapido, Scale Trains, Broadway Limited, Cannon and Company, Des Plaines Hobby, InterMountain Railway Company, ScaleTrains, Soundtraxx, Southern Car and Foundry, Speedwitch Media, Thoroughbred Models and others.

This year was a little different and only Bob of Bob's Photos was in attendance. As usual, he had a multitude of prototype railroad photos, something that all prototype railroad modelers such as myself covet and enjoy.

Once again, there were some excellent models in attendance and the exhibits were super! Dick Harley of PFE fame attended this year and brought a number of his PFE modern reefer kitbash projects for modelers to view. Good to see you again, Dick! Incidentally, it's all covered on his website. There were a few great modules and the FEC group had their layout assembled and operating. Why do I like this meet? Just plenty of models of locomotives, freight cars, and yes--passenger cars, a good number of great passenger cars! No LIRR stuff, but I'll bring some next year for sure.

The number of vendors was a little disappointing but I still picked up some goodies including the last three P72 one-piece body passenger car kits from Steve Funaro and Sharon Camerlengo of Funaro & Camerlengo Models. I'm planning to "convert" these cars to their MU cousins and this will be both fun and worthy of coverage in future editions of the LIRR MODELER.

I picked up a number of Bowser PRR boxcar kits from of all people, Bob's Photos. In addition to his magnificent photo collection, Bob has acquired a number of kits of all kinds from all manufacturers and sells them at a great price. More about these round-roof PRR freight cars in a future issue. Bob the Train Guy had the newer versions of these cars made by Rapido but I just couldn't pass up a number of these kits from Bob's Photos.

It was great to see some of the big "names" in model railroading like Bill Darnaby of the Maumee Road, Dick Harley (mentioned earlier, and a big expert on all things PFE), prolific author and Monon modeler Mont Switzer, Mr. SP, Tony Thompson as well as a number of other well-known modelers and authors including Fenton Wells and Roger Hinman.

This is a great meet and the clinics cover everything, from prototype railroads to specific eras and specific prototype models.

Unfortunately, when I returned home and recovered from a very mild case of COVID, I learned about the death of Mike Brock. Mike's passing was noted by Tony Thompson, who models and writes about the Southern Pacific in his weekly blog, "Modeling the SP:"

According to Tony, Mike was the founder of not only the Railroad Prototype Modelers Meet at Cocoa Beach every year in early January but also the founder and owner of the Steam Era Freight Cars email list. Mike ran the Cocoa Beach meet very efficiently and very effectively. Each meet drew hundreds of modelers and began in 2001. Attendance was hurt by COVID but it seems to be back and extremely popular once again.

This was the first really big RPM meet of the year and this year was no exception. Marty Megregian has assumed Mike's position as the top man for this annual meet after many years as his assistant manager and everything went off flawlessly. Nice job, Marty! More than 200 modelers attended this year. It's definitely no easy feat to pull off a meet such as this but Marty and his team were on top of everything, making the meet a joy and pleasant experience for all the modelers and vendors who attended. I'm really looking forward to next year's meet even though it's 12 months away.

I met Mike Brock briefly several years ago and we had some short, pleasant chats about the show. He was a pleasant guy to speak to and always seemed to wear a Hawaiian shirt. He was very generous in making sure all presenters receive a nice stipend for their show efforts. This is certainly a nice gesture that some other RPM meets practice, too. Mike was quite a modeler and he will be missed.

The only thing that seems to be upsetting a lot of the modelers who attended and enjoyed themselves is the price of rooms at the hotel.

This seems to be making the meet a little pricey, and more each year.

Well, that's it for this month. Even though it was shortened, my Cocoa Beach experience was a good one and I hope to build a PowerPoint show on attending RPM meets so look for it in the future. Until then, happy modeling!

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

# _____	LIRR Port Washington Branch D. Morrison NEW	@\$18 each Total _____
# _____	2023 LIRR calendar (very few remaining)	@\$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
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Please support your local railroad museums!

