



SEMAPHORE



March 2023

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

The March 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

Matt Herson will be the presenter
at our March LIST meeting.

The meeting will be on March 17th, St. Patrick's Day.

The topic will be
"Electric Railroads in the NY Metro area."

Included will be scenes of the
LI, Erie and NY Central railroads
among others.

Naturalized Irish

(From the Heart of Long Ireland)



THE LONG Ireland RAIL ROAD

IN THIS ISSUE

- Page 2 **March 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**

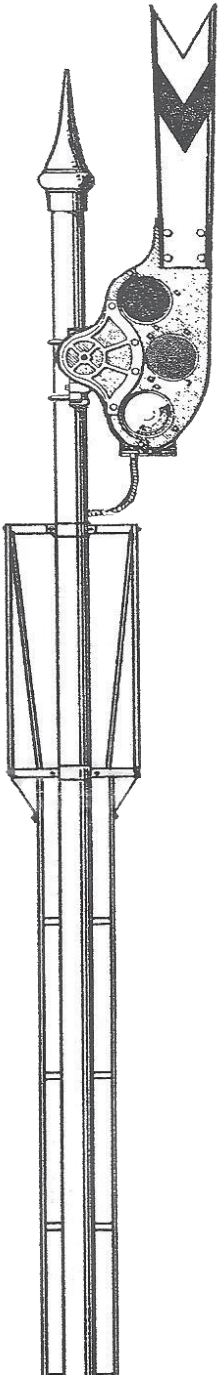
For Regular updates and other important information,
visit the LIST Chapter website at: LIST-NRHS.org

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

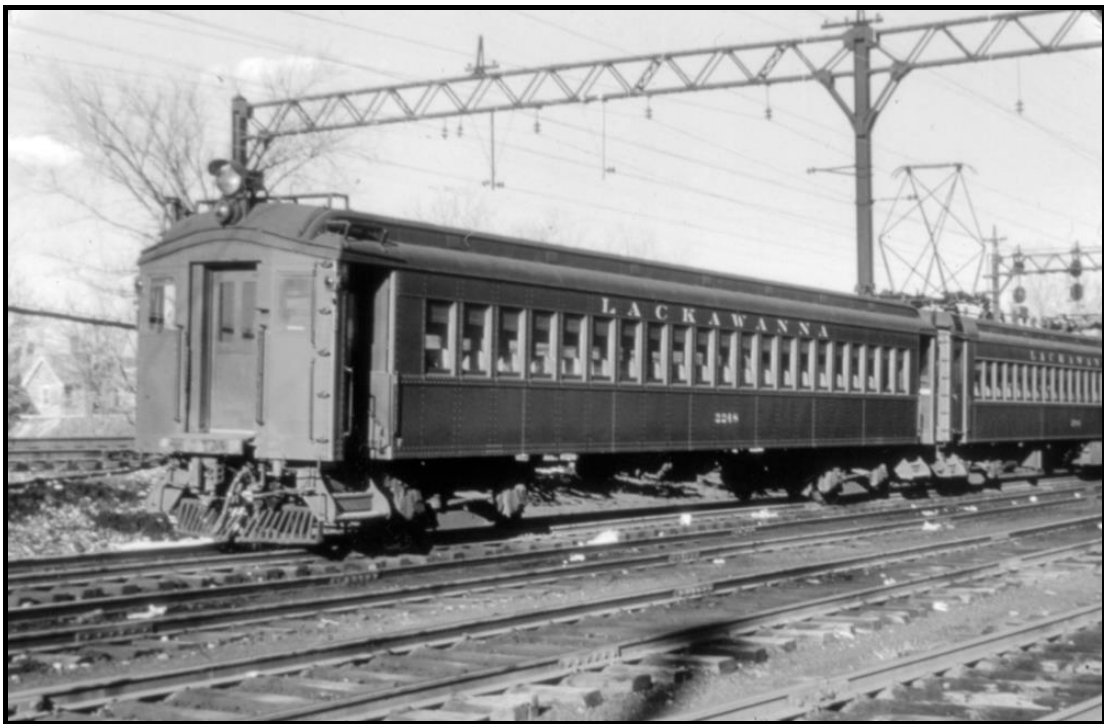


March Membership Meeting Information by Ed Koehler

LOG IN INFORMATION FOR THE JANUARY MEMBERSHIP MEETING

Electric Trains in the New York City Area

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



**Delaware, Lackawanna and Western low roof trailer 2248 yarded in an unknown location.
Collection of Paul F. Garde.**

Friday, March 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. Our entertainment will be Matt Henson on Electric Trains in the New York City Area.

To attend this event, click this link:

<https://us02web.zoom.us/j/82893749882?pwd=b2JlaldDOGFEbjlkejJtWXpMdUZqUT09>

Meeting ID: 828 9374 9882 Passcode: 388136

One tap mobile

+16694449171,,82893749882#,,,,*388136# 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

50 Years ago on the LIRR

By Stephen Quigley

In the May 1973 edition of the "Long Island Metro Lines" the lead article was "Their Tracks are in the Sky." The story is about the LIRR using a Bell Helicopter [47G4a] on track patrol for the prior 2 years. The helicopter was leased by the MTA from Decair Helicopter with its pilot being an employee of Decair. The copter is housed at Republic Airport in Farmingdale with its daily patrol following no set route. It is generally in the air 6 days each weekend and in its first 2 years of service it averaged 1,100 hours each year. It cruised at 95 miles an hour and typically was 300' to 600' up in the air. There was always a two man crew with one of the crew being a LIRR policeman. [Notice I did not state MTA police as the LIRR had its own police force at the time] In many instances where feasible, the copter will land and the officer will give chase to criminals or will summon assistance from ground units of LIRR police. The most common type of incident involving the copter concerned persons trespassing on LIRR property. During the second year of operation, some 7,500 youths and 965 adults were ejected from LIRR property. Another frequent type of investigation involved removal of obstructions from LIRR property such as tires, washing machines, metal bars, etc.

Many assignments are radioed to the copter crew from either Morris park or Jamaica and most originate from station agents, other LIRR employees or concerned citizens. A growing problem was youngsters throwing stones or objects at the trains. The copter patrol also participated in searches for missing persons.

Members of the copter patrol work out of Republic Airport and fly in all weather but spend less time aloft in the winter months.

Also in the May 1973 edition was a story about Roxey which many of you know was the LIRR's mascot until his death in June, 1914. That is a story for another time.

LIST HAPPENINGS

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.

Trip Chairman Bob Grant is working on several ideas for Chapter trips for this coming spring and summer. We will let you know shortly regarding some of the ideas.

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.

On Monday February 27th, the first scheduled through service passenger train arrived in Grand Central Madison. The first commuters who did not have to change to a shuttle train arrived in GCM shortly before 6 AM. On the first day approximately 70% of the Manhattan bound LIRR riders went to Penn Station and 30% went to GCM. The LIRR has projected that in the future ½ of the Manhattan destination LIRR riders will go to Penn and ½ will go to GCM.

Tied into the opening of GCM is a substantial increase in the number of trains that the LIRR provides every day. The railroad added 271 trains to the schedule each day for a total of 926 trains. 296 of the trains will serve GCM each day. At the same time, there will be an increase in reverse commuting trains. This is due to the Third Track Project between Floral Park and Hicksville which results in more eastbound train service on the Main line. In the past, during the morning westbound rush, westbound trains traveled on the eastbound track due to the substantial amount of train traffic headed west.

The LIRR train schedule was completely overhauled with Brooklyn [Atlantic Terminal] riders now having to take a shuttle train service between Jamaica and Brooklyn on tracks 11 and 12 which are on a new platform built at the south end of the station. Brooklyn shuttle service runs every 12 minutes during peak service and every 20 minutes on off peak. In addition, due to the delay in receiving the full order on M-9 cars, several trains were reduced in size, for example some 12 car trains were shortened to 10 cars.

Overall, most commuters were pleased with the new train service into GCM with some exceptions. Service on the Oyster Bay line has been revised to the point that many riders have issued complaints.

The ride to GCM takes roughly the same amount of time as the ride to Penn station and the cost is the same as both stations are in Zone 1.

Many people were seen taking pictures of the new station, the large murals as well as the large digital video screen showing artwork.

[I rode the 10:19 local from Babylon to GCM on the 27th and arrived in GCM 1 hour and 11 minutes later without having to change at Jamaica. The train ride was exceptionally smooth on the new track with the arrival into GCM on time SQ] If you want a map of the new station, call or email me and I will send it to you-no charge, LIST members only.

A Smithtown business owner has proposed a rail freight facility with 5,000 feet of track off the LIRR's Port Jefferson line in Kings Park. At the present time, there is an 82 acre facility that hauls ash and construction debris by truck to the Brookhaven landfill. The facility would haul incinerator ash and construction debris in 1 train per day from the facility. At the present time there are several places on Long Island that perform similar functions including a large facility just north of Republic Airport on New Highway. In 2024, the Brookhaven landfill is scheduled to close which greatly reduces options for disposing of ash and construction debris on Long Island. However, the proposed facility typically faces years of environmental reviews and public hearings but the owner is requesting an expedited review. Even with an expedited review, the rail facility would not be open until after the Brookhaven landfill is closed in 2024.

LIRR Historic Markers by Mary Cascone, Babylon Town Historian

A few years ago, the Town of Babylon Historian’s Office successfully applied for 8 historic marker grants, commemorating local railroad history, from the William G. Pomeroy Foundation. Four markers commemorate the South Side Railroad, now Babylon Line, and stations at Amityville, Copiague, Lindenhurst and Babylon. One marker was installed for Belmont Junction, part of the Central Railroad of LI. The three remaining markers commemorate the LIRR Main Line. Now that construction at the Wyandanch and Pinelawn stations have been completed, the Town of Babylon has proceeded with installing the historic markers.

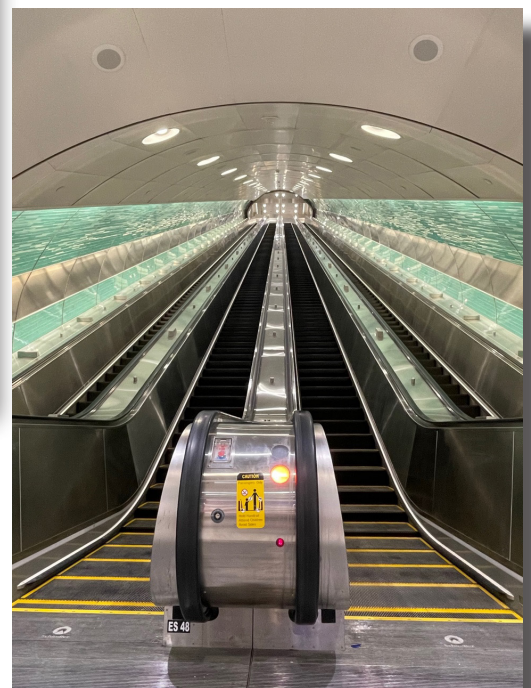
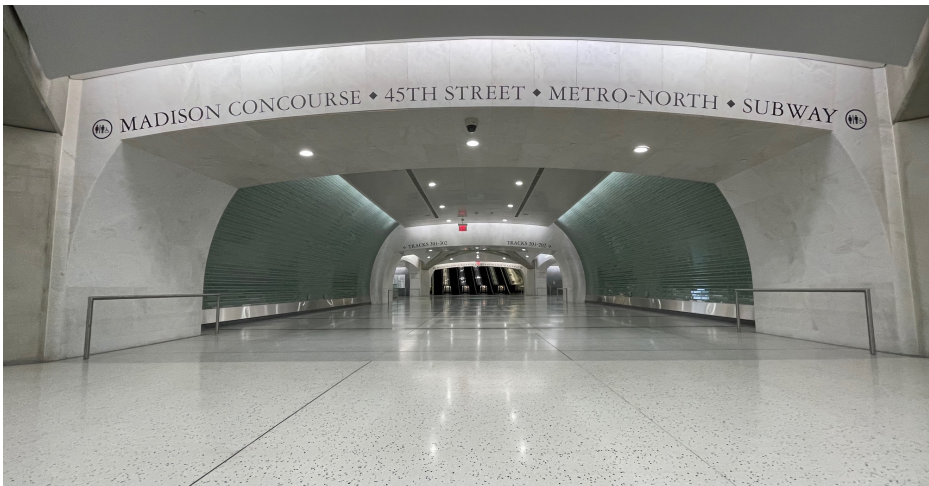
The Deer Park sign was dedicated on March 4, 2023 on Acorn Street and Deer Park Avenue. The 1873 “Atlas of Long Island, NY,” published by Beers, Comstock & Cline, showed railroad buildings at the northwest corner of the railroad and Deer Park Avenue. The two remaining signs will be dedicated in the next few weeks:

Friday, March 17, 2023 at 10am, at Wyandanch Plaza across from the railroad station.

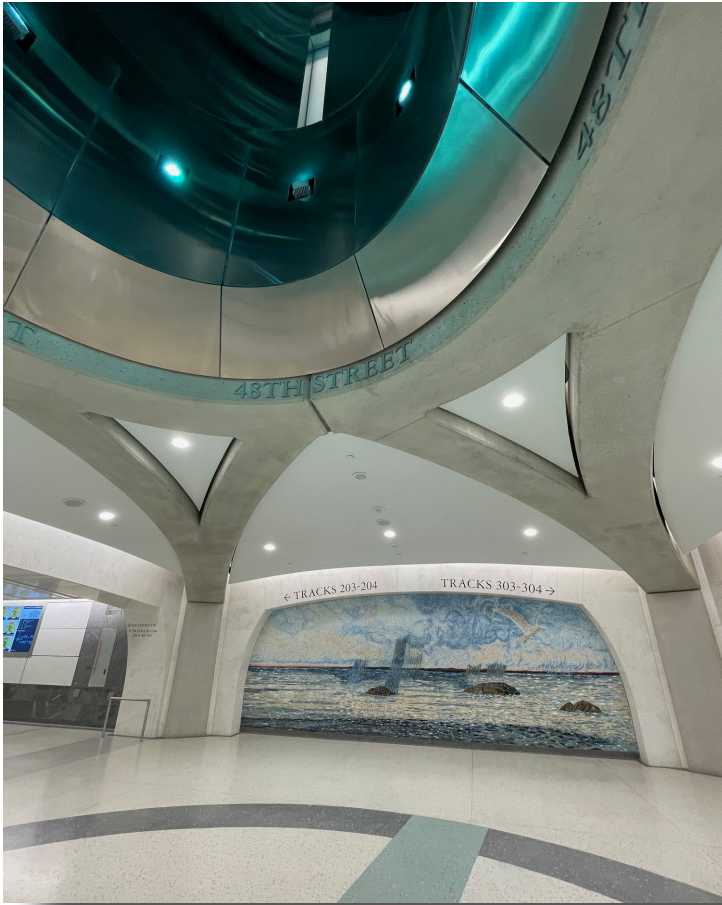
Monday, April 17, 2023 at 1pm, at Pinelawn Station

Please join us at the dedication of these 2 markers. Your attendance is greatly appreciated

Photos - Grand Central Madison Photos by Barry Johnson



LIRR News Photos by Barry Johnson



LIRR News Photos by Barry Johnson



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: A GOLDEN GREEN "OLDIE" FROM INTERMOUNTAIN AND WILLIS HOBBIES

What is it about green boxcars with me? They are definitely a weakness of mine and when you take a good look at it, so many railroads painted their boxcars green: Penn Central, New York Central, Maine Central, EJ&E, the Reading and some others, too. But this time, I'm talking about Glacier Green, as the Great Northern Railroad called its color used in the 1960's to paint much of its freight equipment.

Recently I came across an old Intermountain Railway Company kit that I had bought at Willis Hobbies many years ago. It was a 40-foot 12-panel single door boxcar lettered for the GN and in a very attractive Glacier Green paint scheme with red, black and white lettering. Glacier Green is very close to Jade Green, used on the New York Central's rolling stock. Maybe it was the green that caught my eye so I purchased it and the price tag is still on the box: \$16.98. The kit was #41015-12 in HO scale and represented a Great Northern 12-panel 40-foot riveted side boxcar with the "Rocky" herald, car number 27368 with a list price of \$17.95. Yes, Willis Hobbies and Steve Ford gave us modelers a bit of a discount! Thanks, Steve!

I attempted to put the kit together, but at the time I was quite a neophyte and really not too experienced in putting together a kit such as this. It is definitely NOT an Athearn "shake the box" kit nor is it as easy as an Accurail model. It's not a Walthers kit, either! It was a pretty complicated affair with lots of parts and some of them very delicate and needing to be separated. I started on the kit and put just a few parts together, put it aside and then I moved onto other items and kits, such as simpler kits from Accurail, Atlas, Athearn and Walthers.

I came across this kit not too long ago and decided that it was time to fully assemble it. I wanted it finished! And yes, Intermountain Railway Company is still in business, making a great HO rolling stock but built-up models with no more kits.

First, a little information on this boxcar before I put it together. This was a unique 40-foot boxcar that was first built for the Great Northern Railroad in 1948. It was constructed with 12 panel sides of steel with riveted seams. This car had a diagonal panel roof and improved dreadnaught end. The car was 40-foot 6-inches long, 9 feet 2 inches wide, 10-feet high with a 3715 cubic foot capacity and a 100,000 pound load capacity. The majority of these cars were originally built with a 6-foot wide Youngstown corrugated door with Camel fixtures and hardware although other types of doors were also used. This kit, though, has a Youngstown Camel door as well as a Superior 7-foot door.

The car number series that are correct for this car are: 11375-11874 (built in 1948); 18000-18499 (built in 1949); 18500-19499 (built in 1949) and 19500-20499 (built in 1949).

Other railroads that owned 12-panel 40-foot boxcars were the SP&S, BN (ex-GN after the merger), SP and D&RG.

Most of the time these cars hauled grain until the advent of the big covered hoppers replaced them but these boxcars carried other loads as well.

The LIRR Modeler Continued

Note that the average life of a boxcar is 22 years. Also worth noting is car number of our model is 27368, which is not mentioned above. Perhaps our car was built later.

This is NOT an easy car to put together but if you follow the directions and be very careful, you can have an exceptional model to run on your layout. **READ THE INSTRUCTIONS FIRST!!!** And be very, very careful with separating the details from their respective sprues as you put the car together. Also, be very careful putting the very fine details such as grab irons, ladders, brake gear and other items on the car sides and ends. I like to widen the holes on both the car sides and ends to make all the pieces fit a little easier.

I use Testors cement very sparingly in assembling the car. Don't use too much glue.

Remember, too, that you do not have to put the running board on the car if you are modeling after 1966. Many cars had their running boards removed but kept their high ladders at the "B" or brake end of the car. Some did have their brake wheels lowered with platforms added at the bottom of the car over the coupler. This was usually done with cutting down the ladders to four rungs or about half the height of the car.

When weathering the car, you will want to fade the green, most likely by adding a wash of white to fade the richness of Glacier Green. Like the Jade Green of NYC boxcars painted this way, this color did not hold up well. It weathered very badly. And when reporting marks or reweighing was done on foreign roads (who didn't have this color available to paint), black or boxcar red was used as a background. This neat little factor can make for some interesting-looking models.

The interesting thing about these cars is that some of the boxcars had their GREAT NORTHERN slant lettering in white while others had it in red. I really can't say any more about this practice and why different colors were used.

Another thing I can say about Great Northern boxcars was that a number of colors—mainly red—were used through the years. I can definitely say the GN was an interesting railroad to model.

When assembled, get that car into freight service.

Until next time, 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
National Railway Historical Society
PO Box 507
Babylon, New York 11702-0507

Please support your local railroad museums!

