



SEMAPHORE



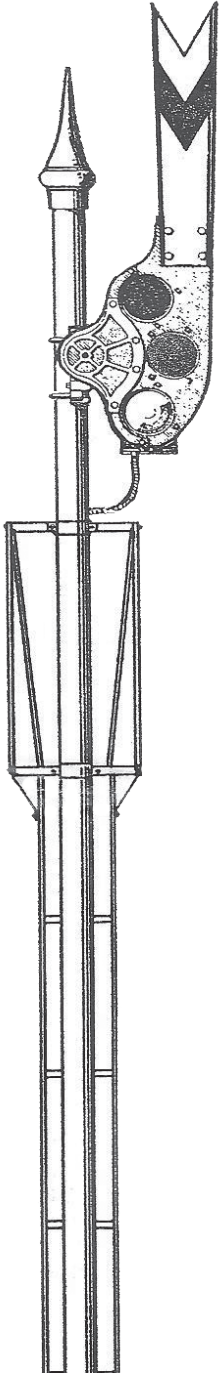
May 2023

The LIST Next meeting will be held on **Friday, May 19th 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

The June 19th LIST meeting will start with an introduction of our book, The LIRR Drawings of Vincent Quatroche. We will also have two presentations of some of George Lightfoot's collection of east end LIRR photos.



IN THIS ISSUE

- Page 2 **May Membership Meeting Info**
- Page 3 **LIST Happenings**
- Page 4 **LIRR News**
- Page 5-7 **When Steam Returned to Long Island**
- Page 8 **Lindenhurst Railroad Museum**
- 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



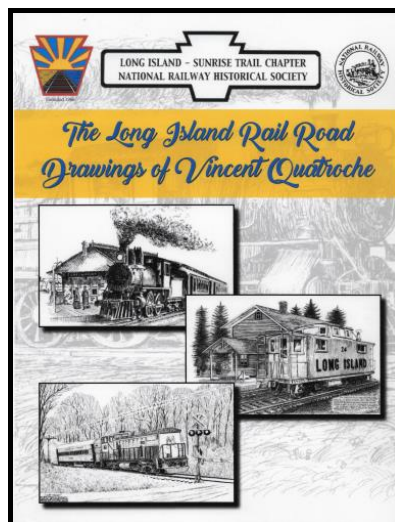
May Membership Meeting Information by Ed Koehler

LOG IN INFORMATION FOR THE MAY MEMBERSHIP MEETING

THE LIRR DRAWINGS OF VINCENT QUATROCHE

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.

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



Friday, May 19, 2023 at 8:00 PM eastern, **7:00 PM** central: The May membership meeting of the Long Island Sunrise Trail Chapter, National Railway Historical Society. After a short administrative meeting, the Chapter will be presenting our new publication **THE LONG ISLAND RAIL ROAD DRAWINGS OF VINCENT QUATROCHE**. We hope to have some of his family members available to speak at this event. A presentation on this new volume will be made and it should be available for purchase. As time allows, we will also have two short presentations focusing on the east end of Long Island using images from the George Lightfoot collection.

To attend this event, click this link:

<https://us02web.zoom.us/j/85335733734?pwd=Rmc3M2hzQWw3N2ExZ0RrTGJzcTIYQT09>

Meeting ID: 853 3573 3734 Passcode: 769484

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 LIRR Drawings of Vincent Quatroche book has been printed and in stock!

This book is one of our Chapter's series of books on the history of the LIRR. 17 of Vincent's black + white drawings are contained in the book with other stories as well. The forward was written by Vincent's son. The drawings are primarily of the LIRR's east end with stations, locomotives and rolling stock featured. We believe that we were able to obtain almost all of Vincent's LIRR drawings with even one of the LIRR's tugboats included. Also included in the book is the color drawing titled "A Brief History of the LIRR, Then and Now." This is the color map of Long Island with drawings of LIRR locomotives and rolling stock around the perimeter. This color map is inserted in the book; it is NOT glued or stapled in the book. We inserted it so that this map which is 13" X 19" may be framed if you wish. The book is printed on heavy stock paper.

We are printing a limited amount and we know you will enjoy reading and viewing the excellent LIRR drawings of Vincent Quatroche!

The cost for LIST Chapter members is \$10 per copy. The shipping cost is \$4 and NY State residents must add \$1.21 tax. Total for NY residents is \$15.21 and out of NY, \$14.

LIST Trip Chairman Robert Grant has been communicating with the President of the New York & Atlantic Railway who has approved a visit by LIST members to the Glendale yard of the NY & A. The visit to the yard will be open to LIST members only and there will be no charge for the tour. As of now, the date of our visit is Friday, June 9th at 10:30 AM. Regarding food, the Glendale diner is approximately ½ mile from the yard and it has on - site parking. Additional particulars will be provided to registrants.

If you are interested in attending the tour, please email or call Bob Grant or myself. Bob's contact information is as follows: Cell #917 327-5151 or gorailroading2018@aol.com. My contact information is in this edition of the Semaphore.

IF WE HAVE TO CHANGE THE DATE OR TIME, YOU WILL BE NOTIFIED BY EMAIL AND/OR PHONE.

We are beginning to gather ideas for our 2024 LIRR calendar and we have 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.

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.

LIRR News by Steve Quigley

The Belmont Track racing season has begun and LIRR officials has noted that racing fans can get to the track using the new Elmont-UBS Arena station which began full service this past February. The LIRR will be running 30 trains to and from the station during track hours between 10 AM and 7PM on weekdays and 78 trains on weekends. The trains will go to and from Penn Station and GCM. The current Belmont Park station is 118 years old and is at the end of a small rail spur of the Hempstead Branch. Riders who use the Elmont station can take a free shuttle bus to and from the station to the horse track park.

Continuing on the LIRR to sports stadiums, the LIRR announced that there will be 24 hour a day, 7 days each week trains service to the Mets/Willets Point stadium. Service to the stadium will run at half hour intervals most times. The LIRR will run extra trains at the end of events such as Met games or tennis tournaments at the nearby stadium. Riders traveling to and from stations within NYC during off peak hours can purchase a City Ticket for \$5.

The LIRR announced at the beginning of this month that electric scooters and bikes will be allowed on LIRR trains under certain restrictions. The electric bikes may not be recharged on board a train and they can weigh no more than 100 pounds. They must be stored out of the way of aisles and walkways and the passengers must be able to carry them. However, some riders have noted that there is no available space to store the bikes or scooters on most trains and since ridership has risen recently to 70% of pre-pandemic levels, there will be issues with bikes on trains taking up space as well as clogging aisles and vestibules. There is a limit of 4 bicycles per train on weekdays and a maximum of 8 per train on weekends. Bicycles are not permitted on all trains on many holidays such as New Years, Christmas, Independence Day, and Memorial Day among others. There are additional rules and regulations regarding bicycles and scooters, please see "Bike Regulations for Long Island Rail Road" on the internet. This new policy is also in effect on NYC buses and the subway.

The following information was provided by Chapter member Dave Daubert who sent in an article from the magazine "Progressive Railroading."

The LIRR MOW capital budget is \$62 million. Included in the 2023 budget are the following:

Replace or install 5 miles of rail.

Install or replace 11,749 concrete ties which includes 10,599 ties on the Port Jefferson Branch and 1,150 ties on the Main Line.

Replace 9 switches which includes 6 on the Port Jefferson Branch and 3 in the Harold Interlocking.

Additional work was the replacement of the Cherry Valley Avenue Bridge in Garden City to increase vertical clearance. This bridge had the most strikes of any bridge on the LIRR.

Also during 2023 it is planned to replace the platform at Babylon station including the installation of 2 new elevators and the refurbishment of the existing escalators. Elevator and escalator replacements are planned for 7 stations as well as replacing the canopy at 2 stations.

When Steam Returned to Long Island By Steven J. Wadle

Dedication

This paper is dedicated to the memory of Ron Ziel and George Foster and their dream of bringing steam back to Long Island.

Author's Biography

Steven J. Wadle is a U. S. Civil Air Patrol chaplain and historian. He is a member of the Oyster Bay RR Museum, LIST-NRHS, and the Rocky Mountain Railroad Heritage Society. He presently resides in Westminster, Colorado.

Introduction

I grew up in Mineola, NY, and it was there that I became acquainted with trains. My favorite being, of course, the Long Island Railroad. Being a historian, I began reading about its history, thanks in part to Ron Ziel and George Foster's *Steel Rails to the Sunrise*. It was there that I discovered some of the old abandoned lines including the Sag Harbor Branch. But what was even more fascinating was their plan to start a tourist railroad there connecting Sag Harbor to Bridgehampton. Sadly, it didn't materialize due to a number of factors, including tight investment capital and the Viet Nam War. However, the one bright spot was the excursion trip they planned to raise funds and publicity for their little railroad. Not much has been written about it, so I decided to do so and share this interesting story with readers about what happened on Sunday, November 26, 1967.

When Steam Returned to Long Island: The Colorado Connection

Ron Ziel and George Foster, co-authors of *Steel Rails to the Sunrise*, had a dream. That was to bring steam-powered locomotives back to Long Island. Their plan was simple – to build a tourist railroad on the old abandoned Sag Harbor Branch. It was an ideal location. "The Sag Harbor – Bridgehampton spur was a short stretch, just five and a half miles. Perfect length for a leisurely half hour tourist line. Almost exactly halfway down the line, the right-of-way passes within twenty yards of Little Long Pond. A perfect spot for boating or a swim. The road bed, in spite of thirty years without use, is in near perfect condition. The tracks...well, there are no tracks, they've been taken up for scrap, but they can be placed again. There are thirty million people in the New York area and as yet, no steam railroad." Likewise, there are plenty of attractions and festivals in the area.

So they formed a railroad company – The Sag Harbor & Scuttle Hole, the name being chosen by Ziel. Sag Harbor was well known and Scuttle Hole was an old time village in the area. Headquarters were in Bridgehampton, where they made plans to purchase land, equipment, and lay track. As for rolling stock they had between them two 0-6-0 locomotives, #12 and #16, from the Brooklyn Eastern District Terminal (BEDT) plus several passenger cars, including an ex-New Jersey Central coach. Others would be added later. Still they had to raise funds (goal: \$550 thousand) and build enthusiasm for their project. And so, they decided to run excursion trips to do just that. The trains would run from Jamaica to Montauk over the LIRR Main and South Shore lines. In the fall of 1967 it became a reality.

Ziel and Foster agreed to lease the Black River and Western RR's 2-8-0 #60. "The first steam locomotive to puff through the Hamptons to Montauk since 1949 will be seen here on Sunday, Oct. 29. It will be scheduled as the Sag Harbor & Scuttle Hole special. And will be a promotion for the projected revival of the line between Bridgehampton and Sag Harbor.

If enough people ride the 15-car special, it will be repeated in late November. Chet Huntley of television and his cameramen are expected to make the trip.

Ten coaches, two combination baggage-passenger cars, a coach club car, a LIRR parlor car, and the Sag Harbor & Scuttle Hole Railroad's open end observation car will be pulled by a 30-year-old locomotive that once hauled freight (sugar beets) on the Great Western RR in Colorado."

Ron Ziel of the SH & SH said Monday that the locomotive was being rented for \$2,500, plus \$1,500 to cover insurance. It will be floated across New York Harbor from New Jersey on a railroad barge to the LIRR tracks.

George Foster, president of the SH & SH, arranged the trip in cooperation with the LIRR. Special arrangements are being made with local fire departments to provide water for the locomotive at four points along the 100 mile route, since all the LIRR's water tanks, needed for a steam operation, have been removed.

When Steam Returned to Long Island By Steven J. Wadle (continued)

The Long Island ran its last steam train in 1955. Six years after its last steam run here, and gave its last two locomotives to museums. All tickets are being sold by the SH & SH in Bridgehampton."

Unfortunately, the Oct. 29th run was cancelled due to low advanced sales. Apparently people were waiting to buy tickets on the day of the event. So another trip was planned for the following month.

"The Bridgehampton Railroad Company said in a recent release that it is still several thousand dollars short of the break-even point, but was determined to run the unique excursion in any case. The 15-car special, which will also have a SH & SH open end observation, will take passengers aboard at Jamaica, Babylon, Southampton, and at East Hampton. Tickets may be bought on the train."

"The instructions for the 'Steam-in' read in part: You will notice that your ticket is assigned a specific car number. These car numbers will be posted in the end windows of each car. Please remain in your assigned car until your ticket stub has been lifted. You may then wander through the coaches at will.

In the middle of the train will be one of the LIRR's coach club cars, serving sandwiches, soda, coffee, and other items of light refreshment, for a reasonable price.

Dress should be very casual and comfortable. The journey is long and locomotive soot is part of the nostalgia. Nobody is more uncomfortable under such circumstances than a young lady wearing high heels and a white dress. Come as if you were attending a picnic or a football game."

The second attempt at an excursion was a partial success publicity-wise. Five hundred rail fans rode the "Steam-in" special, and tens of thousands lined the tracks as #60 bellowed black smoke making its way to Montauk. Meanwhile, on board, people were enjoying the journey and praising the efforts of Ziel and Foster and the SH&SH.

Number 60 would stop at various places along the route to take on water, courtesy of local fire departments. Meanwhile, people were taking pictures and children and adults alike were placing coins on the tracks for souvenirs. Special celebrations were also taking place as well.

"The big turnout was at Southampton where more than 2,000 persons jammed the station and surrounding grounds. Mayor Joseph M. O'Connell was an invited guest to make the run from his village to Montauk and return. And he read a welcoming proclamation from the observation platform of the business car and then he presented it to the officers of the Sag Harbor and Scuttle Hole Railroad. The mayor also presented a huge cake with the name of the railroad embossed with pink icing which was fully appreciated by the guests in the private cars at lunch time."

"A total of 479 persons made the round trip from Jamaica to Montauk and 500 more got aboard at Southampton for the run to Montauk and return to that village. During the day's run the passengers were entertained by four charming young women dressed in gay nineties costumes who rendered barbershop quartette songs."

There were some delays heading east, like a hot-box at Hampton Bays. But for the most part, things went well. The train was turned around on the wye at Montauk and proceeded westbound. It reached Bellport only 15 minutes late - where it again took on water. "An estimated 30,000 gallons were consumed during the day. The run was uneventful from Bellport to Valley Stream. About five miles from Jamaica excepting for the large gathering of spectators at grade crossings and stations but here unfortunately old No. 60 wheezed out. A diesel engine was sent down from Jamaica to pull the train to the Morris Park Yards."

But even that couldn't dampen the spirits of rail fans and spectators that day. As one rail fan wrote about his experience, "I interacted with it twice; first in the morning when I had forgotten all about it and overslept and was awoken in my Mineola house by the unmistakable wail of an eastbound wet steam whistle far off at the Herricks Road crossing. I leapt from my sickbed and into clothes and drove madly down to the station in time to see the special whiz past. Later I piled the kids in my convertible and took them down to a crossing on the South Shore Line, Baldwin as I recall, to wait for the special to pass; it didn't! This was late afternoon and it must have been a relatively warm day because we had the top down; eventually (19:30 or so) we heard #60 whistling up one of the crossings further east and the kids (2 years and 6 years) started getting really excited. Next the headlight hove into view far down the tracks to the east and

When Steam Returned to Long Island By Steven J. Wadle (continued)

approached more and more slowly with my girls jumping up and down wildly in the back seat. Foosh! #60 died right across the crossing directly in front of our car! The girls went absolutely bonkers! The crew'd run her out of steam (too heavy a hand on the whistle!) and had a deuce of a time bringing her alive again; working frantically by the glare of my high beams."

Brad Phillips, a volunteer and passenger aboard the train, gave his thoughts about the trip. "There were several photo stops along the route and, as my coach had very few passengers, I was able to get a few photos.

They took paying passengers from East Hampton to Montauk and return. I helped collect tickets as there was a huge crowd that boarded in East Hampton; we never did get them all!

The train died on the return trip at the Montauk highway bridge in Massapequa Park. We sat for probably two hours. Living in Amityville, I literally could have detrained and walked home within 30 minutes (I was sorely tempted after an hour sitting in an unheated coach). We all were curious about the delay, but no word was passed. I later was told that the last load of coal was bad and that the clinkers won out. I hadn't heard about a calculated stall. Very interesting. If that was so, they could have done a better job of positioning a diesel to enable a faster recovery.

I didn't get back home until after midnight. Never-the-less it was a great (and historic) trip and a lot of fun to have been part of the crew."

Likewise, according to Dave Morrison, a Long Island Railroad historian, there were also some LIRR officials who weren't too keen on #60 riding their rails. "Stu McCloud (LIRR foreman of engines and later management) indicated there were lots of transportation Department staff and other managers that did not want this steam engine to be brought onto the LIRR. The reasons were many but I don't recall the reasoning. Anyway Stu was either the engineer on the run or he was in the cab as an official.

Stu told me he was under orders to 'give the fans a nice trip, but don't allow that engine to come back to Jamaica under steam.' He stated the trip ran fine, but on the way back to Jamaica, he assured that the engine died and had to be hauled dead to Jamaica. Stu said that the feelings on the 'third floor' were this would be the last time that steam would ever run again on the LIRR.

This is my best recollection of what Stu McCloud (RIP) told me."

Regardless, the "steam-in" was a partial publicity success. But it ended on a bad note. Ziel and Foster were hoping to break even or make a small profit. But because of the breakdown, they were held responsible and wound up several thousand dollars in debt. Apparently someone didn't check the fire while in Montauk, thus leading to steam problems. Likewise, the excursion train didn't bring about the needed investment funds for the SH & SH RR project to make it happen. And so it never recovered. Still, in all, it is an interesting story and it did bring steam back to Long Island, even if only for a little while, thanks to a Colorado locomotive.

Conclusion

Ron Ziel and George Foster tried very hard to make the Sag Harbor and Scuttle Hole Railroad a reality. Besides setting up an office in Bridgehampton, and purchasing locomotives, passenger cars, and other equipment, they also spent a lot of their time, energy, and money on their dream of bringing a steam-powered tourist railroad to Long Island. It was pretty much an uphill battle with the odds against them. But one partial success, I believe, was their excursion train on LIRR tracks from Jamaica to Montauk. Not only was the train packed with rail fans, but people lined up along the tracks in the thousands across Long Island to see this historic event. There was excitement in the air and a touch of nostalgia. The trip to Montauk went well. However, the return had its share of problems. Despite this, people were enthused and appreciative for the opportunity, as noted by the size of the crowds. And therefore, as part of Long Island Railroad history, it needs to be remembered.

Lindenhurst Railroad Museum Information by Skip Meinhold



**LINDENHURST HISTORICAL SOCIETY
1901 RESTORED LONG ISLAND RAIL ROAD DEPOT
AND FREIGHT HOUSE MUSEUM
IRMISCH HISTORICAL PARK, LINDENHURST, N.Y.
by "Skip" Meinhold, Museum Manager**

The 1901 Restored Long Island Rail Road Depot and Freight House Museum will officially reopen for the 2023 season on Wednesday, June 7th and will be open all Wednesdays, Fridays and Saturdays from 2:00PM till 4:00PM through to October 28th. Admission is FREE but donations are gratefully accepted.

Within the last 3 years, LIRR Cabin Car C-53, behind the depot, on tracks laid with the help of the Oyster Bay Railroad Museum many years ago, was repainted back to its original factory coloration of orange and black with yellow highlights. This was accomplished with the help of Twin Forks Vice President Gerard Jewels. ART SIGNS in West Babylon was contacted to make the LONG ISLAND lettering down both sides and all lettering on the roof ends and cabin car weight. They even made ' The Route of The Dashing Commuter ' logos and had them installed also.

Next project will be to restore and repaint the inside of this cabin car. This cabin car is one of only 6 that were made for the Long Island Railroad as they have no side pushouts or cupolas. Of the 6 made in 1958 by the International Rail Road Car Company, only 3 remain in existence; ours, one in Oyster Bay and one in the LIRR Team Yard on Albin Avenue in West Babylon. Unfortunately, cabin car C-50 in the team yard, is rusting away and is basically used for storage on a siding.

This museum is dedicated to the rail road and the initial South Side Rail Road Company back in 1867. Without the railroad, there would be no Lindenhurst.

A wall with a large South Side schedule is on display as well as a wall dedicated to "Mile-A-Minute" Murphy who pedaled a Columbia Tribune " Blue Streak " bicycle behind a LIRR train, over the course of a mile, in under one minute in 1899.

All are welcome to come and visit.

Contact "Skip " at mrskip613@yahoo.com or my cell at 631-678-2698 (leave msg)

The LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: MODELING THE LIRR IN 1950

OK, so I have to admit that I'm fond of 1950, the year of my birth but I have other reasons, too. Some time ago, someone sent me a copy of an old roster of the LIRR from 1950. I think it appeared in RAILROAD Magazine and it was quite an interesting feature.

Why do I say "interesting?" I say this because of several things that one has to consider. This 1950 roster called "Electric Passenger Equipment of the Long Island (Rail Road) is most interesting because in terms of the railroad's MU fleet, this (1950) year's roster was the last in decades of a simple fleet of cars, with little of the complexities of later years. In fact, 1950 was the year of the two horrendous crashes, both of which had an enormous impact on the railroad and its MU fleet of cars. In retrospect, it's safe to say that everything changed after 1950 and nothing was the same.

In 1950, the railroad was purchasing more and more diesel-electric locomotives as it slowly phased out its steam locomotives and it had its fleet of AC-powered locomotives performing their usual tasks. Of course, I'm talking about the DD1 electric locomotives working in passenger, freight and work train service and also, the workhorses of Bay Ridge Yard, the BB3 switching locos that loaded and unloaded the carfloats moving from Bay Ridge to Greenville, NJ for the PRR. They also switched a good portion of the Bay Ridge Branch, including New Lots Yard.

As for conventional motive power, there were diesels and steam locomotives still on the roster but steam was disappearing.

Unlike later years, the railroad's electric MU roster was fairly straight-forward and simple.

And it shows by looking at the roster.

Unfortunately, the one thing that is not shown in the roster is the actual number of cars in service, by class.

Still, it's an important document that reveals much.

At this time, there were still MP41's in service, with these cars—the so-called "Gibbs Cars"—dating back to 1905. They were on their way out and most likely be gone by the next year. It's sad to note that there really was no official scrapping or retirement date of the last MP41's but they were gone by 1951. It's most likely that 30 to 40 of these cars still remained in service until the end.

Also in service were five MB45's, the wooden single-door baggage cars that vaguely resembled the MP54's, although they also had an appearance not unlike some interurban cars. The cars were built by Wason and they, too, would be gone by 1951.

Many times the MB45's operated by themselves.

At this time the entire MP54 fleet as we know it was in service. From commuter club control motor #1677 to all the headend MU cars, classes MB62, MBM62, MPB54 and MPBM54 cars were in operation. Former MB62's #1217, 1218 and 1219 had their motors removed and the cars operated in steam service until they were retired.

All the MP54's, MP54A's and MP54A1's were operating, too, as well as all the arch-roof cars, classes MP54B, MP54C and MP54D1.

It's important to note that all the motor cars were control motor cars for decades, long before Automatic Speed Control (ASC) made its appearance in 1951.

And then there were the trailers, classes T54, T54A and T54B from American Car & Foundry (ACF), Pressed Steel Car Company (PS) and Standard Steel Car Company (SS).

The LIRR Modeler by Mike Boland (continued)

So, at this time, and for the last time (1950), the railroad's MU fleet consisted of control motor cars and trailers (not motorized).

An interesting and recent addition is the railroad's fleet of double-decker control motor cars. The production fleet, which began arriving in 1947, consisted of class MP70B control motors #1287 through 1336 and MP70A's #1341 through 1346. Cars #1337 through 1339 were formerly control trailers and were numbered 202 through 205. and apparently a very short-lived effort by the LIRR to operate "married pairs" with four sets of control motors and control trailers on the roster. Popular with the railroad's parent, the PRR, and used in MU service, the LIRR did not "take" to the concept and a few years later, by 1950, the control trailers had motors installed in their trucks. The four cars were considered MP70A's. These cars could always be spotted by the lack of the large rectangular "blister" or housing that was below the engineer's porthole at each end of the car. In fact, their end sills were similar to the 1937 "married pair" of double-deckers that came to the railroad, four-motor #1347 (the only four-motor double-decker) and control trailer #201.

What's interesting about these four cars is that they did not have ASC installed in the early 1950's and were considered motor trailers after a visit to the shops and classed as MP70AT but retained their controls. One car in this group, #1339, had ASC installed and was classed as an MP70A. It's safe to say that the "bride and groom" operating theory, so popular with the PRR, was abandoned after three years for the more conventional approach that the LIRR took to their MU fleet. So much for the "married pairs" or "bride and groom" trainsets, a feature that would not appear again until the introduction of the Budd-built "Metropolitans" or M1's in late 1968. All MU cars from the M1 and later have been married pairs.

So there you have it. A fleet of MU cars that were all control motor cars and trailers, with the exception of #1677 and #201. The 1950 roster listed double-deck #201 as a T70 and the listing for #1677 omitted any designation of class.

And what's most interesting is that the numbering of the railroad's MU cars with one or two gaps is continuous. It was all so simple then.

After the two crashes, much change came to the MU fleet. All control motor cars had to be equipped with ASC and the railroad needed less than 400 "speeders," as some LIRR men called them. This and economics of not needing to equip the entire fleet of control motor cars with ASC created a new type of car for the LIRR, the motor trailer. It turned out that the fleet of motor cars was split almost 50-50 with half the cars control motors and the other half motor trailers.

The era of the motor trailer made for quite an interesting roster of cars on the LIRR and the 1954 Car Modernization Program made things even more interesting. Therefore, the last decade and a half could arguably be claimed as the most interesting and colorful era in the LIRR's history

Yes, 1950 was a great year to model the LIRR. And don't forget, the trestle fire across Jamaica Bay did not occur until May of that year so you could even model my favorite branch, the Rockaway Beach Branch, something I want badly to do.

So LIRR modelers, consider 1950—a very good year!

What's your favorite year?

Let me know.

Until next time, happy modeling!

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

# _____	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 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!

