



SEMAPHORE



June 2023

The LIST Next meeting will be held on **Friday, June 16th at 8:00 p.m.**

The June 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

At the June 16th LIST meeting Don Fisher of the Railroad Museum of LIST will be a presenter as well as a show on June 2nd's tour and trip on the New York & Atlantic Railway.

As well as a presentation of Images from the Railroad Museum of Long Island's Collection

IN THIS ISSUE

- Page 2** **June Membership Meeting Info**
- Page 3-4** **LIST Happenings**
- Page 5** **LIRR News**
- Page 6-9** **A Visit to the New York & Atlantic Railway**
- Page 10** **The LIRR Modeler**
- Page 11** **LIST Publication Order Form**

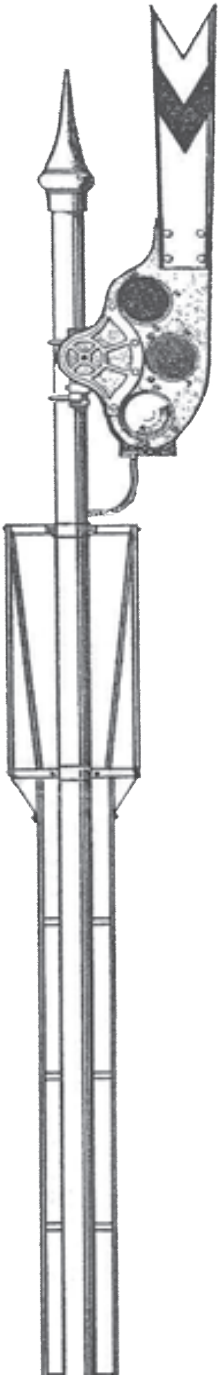
For Regular updates and other important information, visit the LIST Chapter website at: LIST-NRHS.org

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 JUNE 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.

Friday, June 16, 2023 at 8:00 PM eastern, **7:00 PM** central: The June membership meeting of the Long Island – Sunrise Trail Chapter, National Model Railroad Association will occur at 600 Albin Avenue in West Babylon, New York. If you are located near the meeting site, we ask that you attend in person to reserve our limited bandwidth for our out of town members. The entertainment portion of this event is to be announced.

To attend this event, click this link:

<https://us02web.zoom.us/j/87813464706?pwd=cmF2cUZoWlFyYUhoNHZOOwNRRWoyZz09>

Meeting ID: 878 1346 4706 Passcode: 832859

One tap mobile:

+16469313860,,87813464706#,,,,*832859# US

+19292056099,,87813464706#,,,,*832859# US (New York)

UNFAMILIAR WITH ZOOM®?

About 15 minutes before the scheduled time on the date of the event you can connect to the meeting by entering the link shown under the event you wish to attend in your computer's search engine (Bing, Google, Yahoo, etc.) and hit enter. You can also enter this meeting by just 'clicking on the link' if it is displayed in underlined blue on your computer screen. You will be brought to the opening screen of Zoom® where you will be asked for your name. After entering your name hit 'return' again and you will be placed in the 'Waiting Room' for the host to admit you to the meeting. If you want to speed up the process, go to <https://zoom.us/freesignup> on the Internet and select 'Sign Up, It's Free' (Do not enter your work E-Mail on this page.) Please log in with your real name or change the log in to your real name shortly after entering the presentation. Please don't try to log in earlier, it only generates a series of email messages to the series host that serve no purpose and you will end up staring at a blank screen.

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

This is the last edition of the Semaphore until September. Enjoy the summer! The LIRR Drawings of Vincent Quatroche book has been printed and in stock! 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 who was part of last month's LIST meeting. The drawings are primarily of the LIRR's east end with stations, locomotives and rolling stock featured. 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 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.

The book cover features a white background with a large black arrow pointing downwards. Inside the arrow is the text: "LONG ISLAND - SUNRISE TRAIL CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY". To the left of the arrow is a colorful logo of a sun rising over a road, with the text "Founded 1966" below it. To the right is the circular logo of the National Railway Historical Society. Below the arrow is a yellow banner with the title "The Long Island Rail Road Drawings of Vincent Quatroche" in a blue cursive font. The bottom half of the cover is a collage of three black and white drawings: a passenger car with "LONG ISLAND" and the number "24" on its side; a steam locomotive pulling a train through a station with a sign that says "GREENPORT"; and a diesel locomotive pulling a freight train through a wooded area.

LIST Happenings continued

At the June LIST meeting, we will be conducting our annual elections. Up for reelection are all the Board positions, the secretary, treasurer, vice president and president positions.

The following are the LIST Board members:

Bob Cecere, Walter Hilsenbeck, Al Johnson, Ken Katta, Ed Koehler, Frank Spada.

Secretary Christine Quigley

Treasurer Alan Mark

Vice-President Bob Myers

President Stephen Quigley

If you wish to be a board member or possibly some other position, please contact me.

LIST Trip Chairman Robert Grant set up a fantastic tour on June 2nd of the NY& A Fresh Pond Yard and a trip to LIC on the N Y & A caboose. There was the initial tour of the yard with an introduction by NY & A President James Bonner and as well as Amy Louk whom is the Marketing Support Manager. Our members then boarded the caboose with a leisurely trip on the Lower Montauk Branch to LIC. The consist was a GP38-2 - #2127, MP15 AC - #151 and a SW1001 - #101. There were photo stops on the way. At LIC, the attendees were provided a Panera box lunch, compliments of the people of the NY & A.

We could not have asked for better day weather wise or a friendlier crew. The people of the NY&A could not have treated us any better and we thank President James Bonner, Marketing Support Manger Amy Louk as well as the train crew.

Many Thanks to trip Chairman Bob Grant for setting up a fantastic day on the NY&A! He spent many hours on the logistics of the tour/trip and we appreciate all the time and effort he spent organizing a great day.

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.

This will be the last edition of the Semaphore until September. If needed, we will send you a special edition or email you.

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

LIRR News by Steve Quigley

In 2022, the MTA awarded a \$115 million contract to install elevators at 7 stations and the replacement of elevators and escalators at 2 additional stations.

The second group of stations, Babylon, Forest Hills and Hollis will have substantial improvements that may exceed \$100 million.

Babylon station, which was elevated in 1964, has not had any improvements since then. Babylon station upgrades were originally in the 2010 – 2014 Capital Program, and then the 2015 – 2018 Capital Programs but both times it was dropped. The Main Line Expansion Project took precedence among other projects. The station is showing its age in many aspects not the least of which is the patchwork to the concrete platforms. Hicksville station platforms etc were similar in age prior to its extensive rehabilitation in 2016 – 2018.

Babylon is the 4th busiest station on Long Island and is badly in need of renovations. The design-build project is expected to rehabilitate both island platforms as well as canopy replacements. Two existing escalators will be replaced and the two existing elevators will be replaced and two new elevators will be added. Babylon will be one of the few stations to have a second set of elevators which will provide redundancy should one of the elevators to the platforms fail. Brooklyn, Penn, GCM, Hicksville and Mineola are LIRR stations that have redundant elevators.

Site and sidewalk improvements as well as heated platforms to melt snow are some of the other improvements to Babylon Station.

Forest Hills station is also expected to include the replacements of the two existing station platforms as well as extending the existing 4 car long platforms. In 2028, LIRR built 2 car extension platforms so that 6 cars could platform, but it still leads to delays as riders in other cars have to walk up to exit which may delay trains. New ADA ramps will be installed.

Hollis station is planned to have full replacement of the existing station platforms, new canopies, and new support buildings at grade level, installation of 1 new elevator among other improvements. If a 12 car platform is constructed, the west end of Hollis station would be only 1,400 from the east end of Hillside station.

The LIRR's Penn Station waiting room and bathrooms underwent an eight month renovation which has been completed. The bathrooms were closed last October as part of the \$700 million renovations to the LIRR's Penn station concourse. The LIRR's waiting room was renovated; however there are seats for only 25 ticketed passengers.

As part of the renovations, the ceiling in the main concourse was raised to 18' as no longer the concourse ceiling is barrel shaped. All of the stores, restaurants and shops were removed with new shops expected to begin moving in this fall.

Various news sources reported that "Madison Square Garden is no longer compatible with Penn Station according to a new report from the MTA, Amtrak and NJ Transit." It was noted that MSG poses severe constraints on the station that impeded the safe and efficient movement of passengers. MSG's 10 year operating permit expires this July 24. The permit is required to allow events to fill MSG. Without the permit, only 2,500 people would be allowed in the arena. Naturally, a representative of MSG was disappointed by the report and stated that this decision is the opinion of a few and not all stakeholders involved. [Can you imagine if the magnificent Moynihan Hall were to cover all of Penn station? It would bring back the glory of the original Penn but modernized SQ]

Stay tuned for further developments.

A Visit to the New York & Atlantic Railway By Jeff Erlitz

On Friday, June 2, a small group of us had the opportunity to once again visit this shortline railroad. Since May of 1997, the NYA has been providing the freight service on Long Island that the Long Island Rail Road formerly did themselves.

Since 1997 this railroad has steadily grown their customer base and they now service about 80 consignees with an annual volume of around 30,000 cars. Those companies stretch from Healthy Brand Oil in Long Island City (barely one-half mile from the bumping blocks in Long Island City terminal) to Paraco Gas out in Riverhead.

Though President James Bonner greeted several of us at the railroad's headquarters and main base of operations at Fresh Pond Yard in Glendale, Queens, it was Amy Louk, Manager of Administration and Marketing Support, who guided our tour group around their facilities. On board the train, our conductor was James "Sparky" Nunes. I forget the name of our most-capable engineer this day.

After seeing their home base, we were invited to board a special train that took us to Long Island City and back. We would have been taken to Bay Ridge but they were doing trackwork along the line and this could not be arranged.

Our special train consisted of three different locomotives and their "executive" caboose. From west to east, our consist was:

- SW1001 101 (EMD, 3/1977, s/n 766042-2), ex LI 101
- MP15AC 151(EMD, 3/1977, s/n 766043-2), ex LI 151
- GMTX GP38-2 2127 (EMD, 10/1976, s/n 757136-3), Ex UP 755, ex UP 2255, ex MP 2255, nee CRIP 4317
- N22B Caboose 52 (International Railway Car, 2/1963), ex LI C-65

The GMTX unit is leased from the GATX Locomotive Group. It, and another GMTX unit we saw at Fresh Pond, have been on lease for a while now.

There are not that many freight customers left west of Fresh Pond. We observed two center-beam flat cars that had delivered lumber to a company at the Maspeth team yard. Waste Management of New York had a siding full of garbage containers. They are located on the south side of the right-of-way a little west of the former Penny Bridge station site, in Long Island City.

Blissville Yard had quite a few cars stored there, mostly garbage containers for Waste Management, but several covered hopper cars were also there. West of the Dutch Kills Drawbridge, the team track in Wheelspur Yard had three boxcars. The only other consignee is the above-mentioned Healthy Brand Oil, who had two tank cars. Sadly, Newhaven Distributors, who had been located in the warehouse at the east end of Wheelspur Yard, had to close up shop in the past half year. Healthy Brand Oil, like some other food companies on Long Island, are part of the minority of carloads which are inbound to Long Island. The other major inbound commodity, as far as I know, would be lumber. Propane gas and bio-diesel oil are also inbound commodities.

A Visit to the New York & Atlantic Railway By Jeff Erlitz (continued)



This picture was taken near Long Island City and shows the entire train after the motive power had run around the caboose: GMTX 2127 leading the 151, the 101 and NYA 52, the cabin car which is set up to carry passengers. EM Koehler

Along with several other locomotives, this trio was seen on the east leg of the wye at Fresh Pond. GMTX GP38-2 2200 (EMD, 5/1972, s/n 7354-7) has a long history! Ex LLPX 2304, ex UP 413, ex UP 1913, ex EMD 746, ex CR 7946, nee PC 7946. The "mother and slug" set were purchased new by USA Waste Services Incorporated for their Waste Management of New York operations on both the Bushwick and Montauk Branches. USWX 400 is a model SE23B-M (mother) built, I believe, in 11/2018. It started life as B&O GP40 3694 (EMD, 11/1966, s/n 7943-11). The slug, USWX 010, is a model SE23B-S. It started life as MP SW9 9191 (EMD, 4/1951, s/n 4114-5). Same rebuild date as the 400.



View southeast of Fresh Pond's East Yard, quite full of freight cars. A nice sight to see with a nice mix of traffic!

A Visit to the New York & Atlantic Railway By Jeff Erlitz (continued)



Waste Management of New York's quite-full siding, a little west of the former Penny Bridge station site. They had, if I'm not mistaken, two Shuttlewagons to help move cars around, though they have only this one track.



During our stop in Long Island City, at the east end of Wheelspur Yard, we see the engines running around in preparation for coupling up to the caboose for our return trip to Fresh Pond. On the left are four tank cars at Healthy Brand Oil, New York & Atlantic's westernmost consignee. The towers of Long Island City loom in the background.

A Visit to the New York & Atlantic Railway By Jeff Erlitz (continued)



LIST Trip NY&A cabin car 52 near Long Island City 06022023
EM Koehler

One of our “photo stops” was just east of the Grand Avenue undergrade bridge in Maspeth. Sadly, the former westbound Track 1 is not currently in regular use. The entire line west of Jamaica is basically a single-track operation now. A small portion of the Manhattan skyline is in the distance.



This image shows the motive power running around the train with the Bliss Drawbridge in the background; NY&A 101, NY&A 151 and GATX 2127.



This image is a group shot taken near Long Island City. It includes all but the train crew, the NY&A photographer and me!

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 deicated 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: THE LIRR OF DECEMBER 31, 1945 - WHAT A RAILROAD!

In my last two features, I examined the LIRR of 1950, which was quite an eventful year and not just because 1950 was the year of my birth: February 23, 1950 to be exact. While 1950 was noteworthy, I came across a LIRR roster from December 31, 1945. What an incredible document to examine! So, let's take a look at the railroad at the end of the year and at the end of World War 2.

1945 was, among other things, a year when the steam locomotive was still king. It would never be the same after this year—1945—because the following year—1946—the diesel era really began on the LIRR. And it would continue in the following years until a decade later—in 1955—when all steam operations came to an end and the steam locomotive would disappear on the LIRR forever!

Imagine this: in 1945 the LIRR had three diesel-electric locomotives (called oil-electrics) on its roster. These were #401, 402 and 403, locomotives that veteran LIRR fans are familiar with. In fact, there were two locomotives numbered 402 and there is the special case of locomotive 403, which really was two units, 403A and 403B, and when they were scrapped, there was a second 403, built in September 1945 as a VO660 by Baldwin; this was a yard switcher. 403A was gone by June 1944 and 403B was gone by April 1945 so Baldwin #403 began the inevitable dieselization of the LIRR when it arrived in 1945. More diesels—many more diesel locomotives—from several manufacturers would arrive through the years and steam in all its forms would slowly disappear.

401 had come in 1925 and the second 402 came in 1928 so these two oil-electric locomotives were on the property for some time and in 1945, they were used as switchers although the railroad called them "shifting-oil-electric" locomotives.

As for electric locomotives, there were 23 pairs of DD1's used in freight and passenger service and even work train service, too! There were 16 BB3's, mainly used in pairs on the Bay Ridge Branch including Bay Ridge Yard and the floatbridges there. These were called "shifting-electric" locomotives.

Also in passenger service were 31 steam locomotives, probably all G5s locos. Notice that there was no diesel-electric locomotives in passenger service in 1945! There were 38 steam locomotives in freight service; no diesel-electrics were used in road freight service. 19 steam locomotives were used in shifting steam service, both freight and passenger service. These were probably the ALCo-built C51 0-8-0's.

So much for motive power. Now for passenger equipment.

There were 265 passenger cars in steam service. 23 combines, 13 baggage-mail cars and 24 baggage-express cars rounded out the roster. There were only two club cars, probably as a result of the war effort.

As for MU cars, there were 674 electric coaches in service. 49 passenger-baggage combines, 3 passenger-baggage-mail cars, two baggage-mail cars and ten baggage-express cars were also in service. There were 253 trailer cars on the roster. This was a total of 1,318 cars in service, which was a decrease of eight cars from the previous year, 1944.

By this time, the LIRR had no box cars in revenue service although it's possible that a few boxcars were used as storage or in work train service.

The railroad did have 80 steel/steel underframe gondolas in service. On the property were 36 cabin cars in service, including the two N5 PRR-type steel "hacks," #1 and 2 as well as a small fleet of N52 and N52A cabin cars. Also included—I'm making a conjecture here—are the two NX23 oddball cabin cars that were originally X23 wooden boxcars that were converted.

The railroad did have a lot of work equipment and it totaled 147 cars. There were eight camp cars, 11 tool and block cars, 13 supply cars, 13 derricks, 67 Maintenance-of-Way gondolas and flat cars and 35 miscellaneous work equipment cars. A pretty impressive fleet, yes?

Last, and certainly not least, is floating equipment. The railroad had seven tugboats and 13 carfloats. It must have been quite a marine operation!

So as you can see, the LIRR was at its zenith at the end of the year 1945 and so was the U.S.A.!

Have a great summer!

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 _____

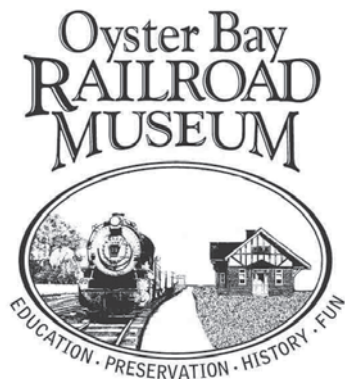
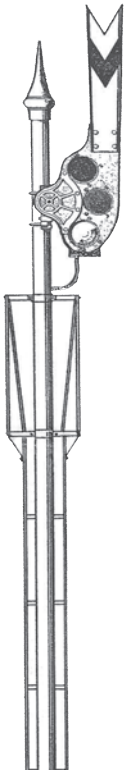
Shipping for 1 Calendar or book is \$4.00. Shipping for both Bob Sturm's books is \$10. Shipping for other extra books, please call or email Steve Quigley for the shipping cost. NY State Residents, add 8.625% tax to the total of the merchandise PLUS the shipping.

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!



Our Thirty-third Year!

www.rmli.org

