



SEMAPHORE



February 2024

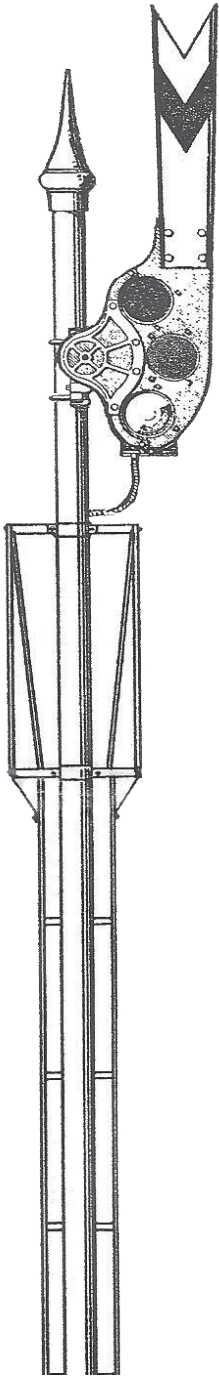
The LIST Next meeting will be held on **Friday, February 16th** at 8:00 p.m.

This meeting will be **IN PERSON** at the historic Van Bourgondien house in West Babylon.

The address of the Van B house is 600 Albin Avenue in West Babylon.

THIS MONTH

The February 16th presenter will be Mike Boland who will providing a power point presentation on the LIRR Push-Pull trains.



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

Our Chapter's mailing address is:

LIST-NRHS

PO Box 507

Babylon NY 11702-0507



The Publication of the
Long Island - Sunrise Trail Chapter
of the
National Railway Historical Society



February Membership Meeting Information by Ed Koehler

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.



LIRR PC6 601 on Train 606 at New Hyde Park on May 27, 1971. D. Milone image from the Mike Boland collection

8:00 PM on February 16, 2024
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 117

For our entertainment we will be viewing a remote presentation from Mike Boland on the Long Island Rail Road push pull trains.

February 16, 2024 at 8:00 PM eastern, **7:00 PM** central: The February meeting of the Long Island – Sunrise Trail Chapter, National Railway Historical Society. After a short business meeting, member Michael Boland will be remotely presenting a PowerPoint® slide show on Long Island Rail Road push pull trains. We encourage all of our local members to make their way to 600 Albin Avenue, West Babylon, New York to attend this meeting. Not in the area? Use the Zoom® link below to attend. To attend this event via Zoom®, click this link:

<https://us02web.zoom.us/j/81753133001?pwd=TWg5S1ZMWnl4cHc1U2tFbHM2M3h1Zz09>

Meeting ID: 817 5313 3001 Passcode: 813364

If you are willing to offer use of your Zoom® account and technical skills as a backup for Ed Koehler, please contact Steve Quigley (the free one hour service is inadequate to handle our meetings). Steve would also like to hear from you if you have any programs you wish to offer the Chapter for future meetings.

If you have any questions. please email Chapter Board Member Edward Koehler at EdwardMKoehler@NYC.RR.COM but remember Email service ends at 3:00 PM on the meeting date.

LIST Happenings by Steve Quigley

The 2024 dues renewal notice is again included in this edition of the Semaphore IF YOU HAVE NOT PAID YOUR DUES AS OF 2/4. We would appreciate it if you send back your dues renewal as soon as possible. PLEASE SEND YOUR DUES TO OUR TREASURER, ALAN MARK AT THE ADDRESS NOTED ON THE FORM. If you send it to our PO Box we then have to forward it to Alan.

If you have sent in your dues and received a renewal notice, please email or call me.

Our 2024 LIRR calendar is sold out! We thank several Chapter members for their contribution to the success of our 2024 calendar. The past two years we have had to increase the number of copies each year as the demand for our calendar has increased.

Thanks to Chapter member Al Johnson, our website is totally revised. Al has taken on the task of managing the substantial changes to our site. The finished product of our website is now available for viewing. Several substantial changes to our site have taken place. One of the changes is that we have a "Gallery" where we have and will have photos of the LIRR, past and present. If you wish to have a photo or photos added to our website, please email them to me and I will pass them along to be placed on our website. Right now, the only way we can place them on the web site is if they are digital pictures. When this changes in the future, I will let you know. Please check out our website to see all the changes. Our address is LIST-NRHS.org. We hope you like it as it is for YOU, our members as well as the public. Meeting notification and other items will be shown.

Al Johnson, THANK YOU for doing a great job!!!!

L I S T trip chairman, Bob Grant, is working on several tours and trips for Chapter members this coming spring. One possibility is a tour of the SONO Switch Tower Museum and another is a trip to the "Walkway across the Hudson in Poughkeepsie."

However, two trips are presently in the works. Bob is planning a trip to the Danbury Railway Museum this spring. The Danbury Museum has locomotive cab rides, passenger car rides and caboose rides around the 10 acre site. In addition, they also provide locomotive rides whereby you can be the engineer. It's a great museum as I have been there recently and I know you will enjoy the day! We will keep you informed.

Don't forget, the 190th Anniversary of the LIRR is April 24th. We/LIST hope to be part of the celebration. I have been told that a ceremony will take place honoring the 190th anniversary most likely in Grand Central Madison station. A possible exhibit showcasing LIRR memorabilia will be located in GCM.

In addition, a rail trip to Greenport is in the planning stages for during the summer.

We plan on publishing a book similar to our 175th and 185th anniversary books with all new stories about the LIRR.

I should have specific information about the anniversary celebration in next month's Semaphore.



The Cannonball entering Babylon station in August 2024



The Cannonball entering the old Center Moriches train station in August 2024

LIRR News by Steve Quigley

THEN and NOW

THEN:

Continuing with the information provided in the April 1984 edition of "Along the Track,"
Did you know that the Long Island Rail Road...

...Helped Charles Murphy ride a bicycle at a speed of a-mile-a-minute in June 30, 1899 by laying planking between the rails at Farmingdale and providing an engine and specially hooded coach to eliminate wind pressure and suction. Murphy rode in still air because the rushing air currents on both sides of the train did not meet until about 200 feet behind the train. Murphy made the mile in 57 and 4/5th's seconds, and was called "Mile-a-Minute," as a consequence.

...installed electrification to Huntington in October 1970.

...has 140 passenger stations, 25 manned interlocking and block stations, 1 freight station and 3 freight yards.

"What's in a Name":

In the April 1984 edition of the "Along the Track," the following column was noted.

LIRR's present-day names are derived, or changed or altered from colorful names of the past, and today's commuter would be hard-pressed to identify 1984 stations from the names that some had at one time. For example:

Kew Gardens –Kew, Maple Grove
Floral Park—Hinsdale, Steward Junction
Bethpage—Central Park, Jerusalem
Wyandanch—Wyandance, West Deer Park
Ronkonkoma—Lakeland

Queens Village—Queens, Brushville
Mineola—Hempstead Branch, Branch
Farmingdale—Hardscrabble
Pine-Aire—Belulah, Thompson's Station
Brentwood—Thompson's, Modern Times
Holtsville—Manor, St. Georges Manor, Punks Hole

More to follow next month!

NOW:

The LIRR has been checking tickets twice on Westbound trains, once before Jamaica and once after Jamaica. This practice has occurred due to the many LIRR passengers changing trains at Jamaica. By checking tickets twice, train crews did not have to keep track of who got off or on and who needs to train trains.

A new policy has been implemented that the LIRR is no longer requiring train crews to perform a second ticket check after Jamaica on Westbound trains. This means that train crews will now normally punch your ticket through and not ask for it again after Jamaica. The LIRR says that eliminating the 2nd check on westbound trains will allow them to position train crews more efficiently and improving fare collection rates elsewhere. The LIRR estimates that this measure will save over \$1 million per year.

LIRR riders and officials marked the ONE year anniversary of the opening of Grand Central Madison station. Ridership at the station is now 40% of all trips to Manhattan. The 700,000 square foot station was formally opened on January 25, 2023 with the LIRR initially running shuttle trains between Jamaica and GCM before having full service on Feb. 27. LIRR acting President, Rob Free, contrasted the railroad's own terminal with that of Penn station which is owned and maintained by Amtrak and shared with N J Transit. Penn Station is 114 years old and has recently undergone major renovations to the LIRR concourse.

The early days of GCM had many customer complaints but the LIRR responded with service changes which included rerouting some trains to Penn and Brooklyn. It is estimated that GCM has seen 17,000,000 riders in the past year with nearly 80,000 riders each day.

The MTA is looking to acquire 40 acres at the former Lawrence Aviation Industries site in Port Jefferson Station to transform it into a LIRR rail yard. The creation of a rail yard is an important step toward the possibility of electrifying the Port Jefferson line. Suffolk County officials confirmed that the nonprofit Suffolk Count Landbank Corp. entered into a contract on December 28th to sell the 40 acres to the MTA for \$10. The plan to convert the entire site to a rail yard, solar farm and open space is contingent on the EPA lifting the Superfund designation by the end of 2024 and on the state rerouting a greenway trail running through the site.

A N Y State Supreme Court judge has thrown out a lawsuit that aimed to block a solid waste transfer facility that would ship construction debris off L I by rail. Brookhaven officials have stated that this transfer facility will be need when the Brookhaven landfill is closed in the next few years. This transfer facility would be just east of the Brookhaven Rail Terminal. [LIST members have been given 2 tours of this impressive facility] The proposed facility will be located on a former sand pit and be called the Long Island Rail Terminal. It was noted that the proposed transfer station could handle up to 6,000 tons of construction debris per day, ship it by rail and thus remove thousands of trucks off the L I E.

LIRR News by Steve Quigley



“These are the new LIRR gondolas which just arrived on the property. Photo by Barry Johnson, LIRR Road Foreman of Engines.”



New nose on an M-3. Photo taken by Barry Johnson in the Hillside Shops.



An M-3 being prepped for repainting

The LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: ATTENDING THE PROTO RAILS 24 RPM MEET AT COCOA BEACH, FLORIDA

It's always great to start a new year off and 2024 is no exception. For me, it was a three-hour-plus drive to get across Florida to get back to Cocoa Beach for the Proto Rails 24 RPM Meet. Held at the magnificent Hilton Hotel on the beach, this meet was held on January 6th through the 8th and has been rolling along since 2000. For many years it was led by Mike Brock, but Mike is not with us anymore, yet his capable staff led by Marty Magregian continue to do a fabulous job and make this meet what it is—just a great event!

I attend this event and lately have been a presenter. Last year I had to leave prematurely on Saturday morning since I had contracted a mild case of Covid—lucky me!—so I only got to present my show once. It's on the Labor Day Hurricane of September 2, 1935 and how it brought the end of service to the Key West Extension of the Florida East Coast Railway. The story is a tragedy and hasn't really been told by anyone; this year I got to make two presentations and both were well-received with good attendance at both shows. Sadly, several presenters had to bow out and cancel their shows at the last minute due to emergencies or illness and I was asked to present an additional show to assist in the presentations. This I did gladly and presented my Rail Marine Operations in New York Harbor Show, a presentation I did there in 2018 and it, too, was well-received. In attendance was a railfan and modeler from the West Coast who informed us of some of the marine activities of the Santa Fe and Southern Pacific Railroads; this made things quite interesting.

I believe almost 300 modelers attended this year's event as I did not get an official count. Once again, under the ever-watchful eyes of our great tech-support guru, Jeff Aley, the shows were all top-notch, interesting and entertaining. The scheduling was well-done, too; Unfortunately, this year had so many interesting programs that it was virtually impossible to take in and attend all the shows I wanted. The models that were on display were fantastic, as they usually are. You may be able to "Google" them and see them as they are usually posted after the meet is over. There were several first-class layouts in operation and they are always worth looking at.

The show also includes vendors, manufacturers and historical societies. Among those attending were the L&N Historical Society, the Soo Line Historical Society, A&S Trains, Bob The Train Guy, Broadway Limited Imports, Des Plaines Hobby, Intermountain Railway Company, Mainline Photos, Orlando N-Trak, Rapido Trains, Scale Trains, Soundtrax, and Thoroughbred Models.

Some of the clinics offered were: "FGEX, WFEX and BREX Wooden Reefers" by Fenton Wells; "Penn Central Cabin Cars and Caboose" by Larry Lawyer; "What's New on the NKP" by Tony Koester; "Freight Car Stencils 1946-2023" by Steven Priest; "Freight Cars of Muncie, Indiana 1950-1970" by Mont Switzer; "Christmas Mail Trains" by George Eichelburger; "Brightline's 21st Century Orlando Expansion" by Austin Strennecky; "Autoframe Loads" by John Brown; "Modeling Maintenance of Way" by Bruce Smith; "O Scale Two-Rail (OS2R)" by David Vaughn; "Wilson Meat Reefers by Steve Hile; "Billboard Reefers: From Birth to Banned" by Rob Lavezzi; "Brass Models Open Forum" by Matt Dowd; "Prepping Brass Passenger Cars for Operation" by Steve Orth; "Researching NH Lightweight Passenger Cars (for manufacture by Rapido)" by John Sheridan; "SAL Cement Hoppers" by Al Brown; and "Other NYC Steel Baggage Cars 1939-1968" by Roger Hinman. Bill Darnaby offered two clinics: One was "Scratchbuilding a Steam Locomotive and "The Maumee Route from Creation to Completion." Both were great! And there were lots of others too numerous to list here.

I purchased a few pieces of rolling stock even though I was a little disappointed in the vendors room this year. I FINALLY picked up a Sunshine Models kit, from the late Martin Lofton's Sunshine Models. Martin and Sunshine made a great number of unusual and rare resin kits, not the one-piece body construction that came later. It was Martin who started the Naperville RPM Meet held annually in Naperville and Lisle, Illinois to sell his kits to modelers; the show still exists and is known as Chicagoland. I've been to it and it is a great show held every October. I took the plunge and purchased a Sunshine Models Kit #46.3, a Pacific Fruit Express R-40-10 refrigerator car from 1946-47 with double heralds. I look forward to putting it together—soon! I also bought a boxcar kit from Scaletrains; it is a New York Central 40-foot PS-1 and numbered 169382 in Boxcar Red with a see-through oval herald. This is a car in a series of kits recently brought out by Scaletrains and it is simple to put together.

From Bob's Photos (!) I bought an undecorated Red Caboose R-30-12-9, a wooden ice reefer with steel hatches. When I assemble this, I'll probably paint and letter it for Pacific Fruit Express. Bob carries a lot of brass and kits these days! I purchased two Walthers heavyweight Pullman cars for future kitbashing as these cars are difficult to find. And I purchased from A&S Trains a number of paints in a new line to replace colors no longer available from Scalecoat and Testors Polyscale.

I'll write about the Amherst-West Springfield Train Show next month. I'll be attending this show for the first time in six years! Until then, happy modeling!

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

# _____	2024 LIRR Calendar NEW	@\$8 each Total _____
# _____	The LIRR drawings of Vincent Quatroche NEW	@\$10 each Total _____
# _____	LIRR Port Washington Branch D. Morrison NEW	@\$18 each Total _____
# _____	The LIRR 1949-1980 by R. Sturm NEW Vol. 2	@\$38 each Total _____
# _____	The LIRR Co. A History 1834-1965 by R. Sturm	@\$38 each Total _____
# _____	Volume 1 and 2 of Bob Sturm's books	both for \$68 Total _____
# _____	Shortlines of Long Island by H. Fagerberg, E. Koehler	@\$27 each Total _____
# _____	LIRR Montauk Branch by Dave Morrison	@\$18 each Total _____
# _____	LIRR Babylon Branch by Dave Morrison	@\$18 each Total _____
# _____	The 185th Anniversary of the LIRR book	@\$5 each Total _____
# _____	LIRR Multiple Unit Cars by M. Boland Vol. 1	@\$48 each Total _____
# _____	LIRR Multiple Unit Cars 1953 - 2020 by M. Boland Vol. 2 NEW	@\$48 each Total _____
# _____	LIRR Main Line East by D. Morrison	@\$18 each Total _____
# _____	GCT + Penn Sta. Statuary & Sculptures by Morrison	@\$18 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland	@\$48 each Total _____
# _____	LIRR Oyster Bay Branch by D. Morrison	@\$18 each Total _____
# _____	Jamaica Station by Dave Morrison	@\$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge by Morrison	@\$18 each Total _____
# _____	LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison	@\$18 each Total _____
# _____	The Long Island Rail Road, in color Vol. 1	@\$48 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 2	@\$48 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 3	@\$48 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 4	@\$48 each Total _____
# _____	The Long Island Rail Road, In Color Vol. 5	@\$48 each Total _____
# _____	The LIRR, In Color Power 1952-2015	@\$48 each Total _____

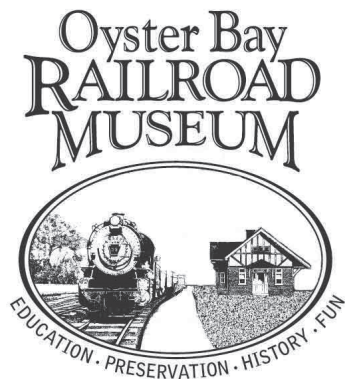
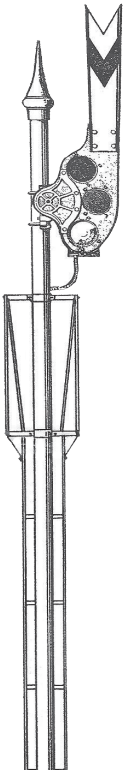
Shipping for 1 Calendar or book is \$4.00. One calendar cost is \$13.04 for New York State residents. Shipping for both Bob Sturm's books is \$10. Shipping for other extra books, please call or email Steve Quigley for the shipping cost. NY State Residents, add 8.625% tax to the total of the merchandise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

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 Educational Organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507.

Stephen F. Quigley, President

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