



# SEMAPHORE



## December 2019

The LIST meeting will be held on **Friday, December 20th** at the **Old Town Hall in Babylon Village**. You can be an engineer for an evening as Old Town Hall has an interactive "O" Gauge train layout with 3 train lines, a trolley line and many animated accessories. Bring you own O Gauge train and run it or just view the 240 sq. ft. layout. Family, friends and children of all ages are welcome to view the layout for an evening of Holiday Fun!

### THIS MONTH:

No formal presentation is planned for this month!

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For regular updates and other important information,  
visit the Chapter website at:

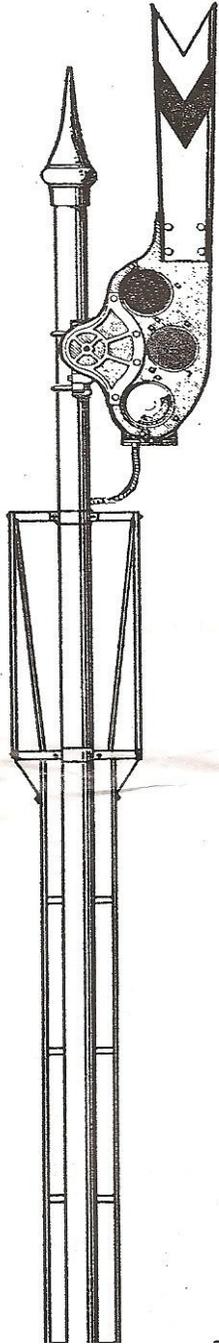
**LIST-NRHS.org**

The Chapter mailing address is:

**LIST—NRHS**

**P O Box 507**

**Babylon, New York 11702-0507**



THE PUBLICATION OF THE  
LONG ISLAND-SUNRISE TRAIL CHAPTER  
OF THE  
NATIONAL RAILWAY HISTORICAL SOCIETY





**LONG ISLAND-SUNRISE TRAIL  
CHAPTER**

*Founded in 1966*



**NATIONAL RAILWAY HISTORICAL SOCIETY**

**2020 CHAPTER**

**MEMBERSHIP DUES NOTICE**

**(Payable by January 1, 2020)**

<b><u>CHAPTER DUES:</u></b>	Membership	<b>\$15.00</b>
	Family Membership Per Person	<b>\$1.00</b>

**Dues Total** \$ \_\_\_\_\_

Chapter Donation \$ \_\_\_\_\_

**Total Remitted** \$ \_\_\_\_\_

Make check or money order payable to L.I.S.T. and **send with this notice** to:

Treasurer, L.I.S.T.  
111 Greenbelt Parkway, Holbrook, NY 11741-4439

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Telephone: ( \_\_\_\_\_ ) \_\_\_\_\_

**IS YOUR ADDRESS LABEL CORRECT????** If not, please write correct address on this dues notice; also include your email and phone number.

\_\_\_\_\_  
Alan Mark, Treasurer

## List Happenings by Steve Quigley

### IMPORTANT NOTICE!

Our December meeting is being held at Old Town Hall in Babylon Village. We have met there before but this time we will be having a night of watching and running trains. The scale is not full size like our friends at the LIRR, they are 1 – 48; Lionel Train size. If you wish to bring your own “O” scale 3 rail trains to run them on the layout, you are welcome to do so! Bring your friends and family as we will have refreshments. The layout is 240 sq. ft. in size and is interactive. So for a night of fun watching and running trains, attend our December meeting!

Our November meeting was as one that a Chapter member said to me was one of our best. The meeting was held at the Mineola Community Information Center with the topic being the “LIRR Expansion Project from Floral Park to Hicksville – 2019 Progress.” The meeting was conducted by Leslie Mesnick whom is the Community Outreach Manager for the Project. There were approximately 35 attendees at the meeting and Leslie presented a very informative and entertaining presentation with videos, pictures, charts and graphs. The information presented showed the construction and logistical challenges that are being faced when constructing a 3<sup>rd</sup> track on a narrow right-of-way without disturbing the schedules of the hundreds of trains that travel through this corridor every day. Included was video footage of various locations on the Main Line shot from a drone!

Many thanks to Leslie for an excellent presentation for our members at our meeting!

In the November edition of the Semaphore we included our annual dues notice. We are including it in this edition also just in case you forgot to send in your annual dues. The cost is only \$15 per year, same as last year and the year before that and before that... We would appreciate if you would send in your annual dues as soon as possible. Remember, what you save off the regular retail price of a calendar and a book results in your dues being in effect, free!

Our 2020 LIRR calendar IS available for purchase. DUE TO N Y STATE COLLECTING TAX, THE PRICE FOR MAILING THE CALENDAR TO NY MEMBERS IS \$12.49 WHICH INCLUDES TAX AND SHIPPING. The price for members out of NY State is \$11.50. There is no limit on the amount of calendars you wish to purchase. Several members have purchased multiple copies which they give as gifts to their friends.

*Continued on page 4*



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

Steven R. Torborg, Editor

## List Happenings...continued by Steve Quigley

The New York Transit Museum will have their 18<sup>th</sup> annual Holiday Train Show in the Gallery Annex in Grand Central Terminal. The exhibit will be open from November 2019 to February 2020 and will feature O Gauge trains in a mostly NY City setting.

The Downtown Brooklyn NY Transit Museum will have an exhibit titled "Reign of the Redbirds." The exhibit chronicles the many lives of NY's most iconic subway cars. The exhibit runs from November 7<sup>th</sup>, 2019 to September 13<sup>th</sup>, 2020.

If you would like to receive an electronic version of the Semaphore, please email me with your email address and I will send you the electronic version which will have color pictures when we publish pictures.

For the time being, I am sending a paper copy of the Semaphore as well as an electronic version if you have requested an electronic version.

If you wish to write an article 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](mailto:csquigley@optonline.net) and my telephone # is **631-487-4766**. Please email your articles.

THE MEMBERS OF THE BOARD OF LIST AND ME WISH YOU AND YOUR FAMILIES A VERY HAPPY AND HEALTHY HOLIDAY SEASON!

HAPPY CHANUKAH, MERRY CHRISTMAS AND A HAPPY NEW YEAR!

[May Santa bring you your wish of a train around your Christmas tree]



## Long Island Rail Road News by Steve Quigley

Since April of 2018, the LIRR has not had any incidents of cars mistakenly driving onto its tracks. The LIRR has approximately 300 grade crossings of which all are protected with gates and lights. However, in the first four months of 2018, there were 21 incidents of vehicles driving onto tracks versus 9 incidents in all of 2017. There was one incident in March of 2018 in which a driver who misunderstood GPS directions, drove onto the tracks at the Willis Avenue crossing in Mineola. A non passenger train struck it which resulted in extensive damage to the tracks, 3<sup>rd</sup> rail and a destroyed car. The driver was not injured.

As a result of these incidents, the LIRR had discussions with GPS provider WAZE and there is now a mobile app feature that warns users when they approach a LIRR crossing. In addition, 4 foot tall flexible posts were added at grade crossings which show a driver where tracks are located and guides them on the road. Additional signage has been added at crossings to further warn drivers of the locations of tracks.

The combination of all of these items resulted in great success in eliminating cars accidentally driving onto tracks. This reduces delays and damage to LIRR equipment and property.

The elimination of several grade crossings as part of the 3<sup>rd</sup> Track Project between Hicksville and Floral Park will eliminate the possibility of cars driving onto tracks with resulting delays due to crossing accidents.

As part of the program to reduce accidents, two bridges in East Hampton were replaced and raised. The bridges at North Main Street and Accabonac were elevated to prevent tall trucks from striking them. The bridges were 124 years old when vehicles were much lower.

A \$600 million renovation to the LIRR concourse at Penn Station has begun. This will result in the closing of all of the retail businesses along the LIRR's retail concourse for up to 2 years. The businesses will be closed when their leases come due. Many of the businesses are not expected to return as the rents will be increased substantially when the renovations are complete. More upscale tenants are desired, similar to that of Grand Central Terminal. The entire project will entail the construction of a new pedestrian pavilion and entrance at 7<sup>th</sup> Avenue and 33<sup>rd</sup> Street as well as the main pedestrian concourse being widened from its current 30 feet to 57 feet and the ceiling will be raised approximately 10 feet. Lighting will be improved and there will be increased train arrival and departure signage. Glass walls will be created that will enable riders to look down onto the tracks below which is similar to the original design of Penn Station.

The sculpture to the left of the LIRR ticket windows by the "Tracks" restaurant is presently covered to protect it during construction. This sculpture will be retained and uncovered when the renovations are complete.

The LIRR will pay \$170 million of the total \$600 million and the project is planned to be completed in early 2022. The new 7<sup>th</sup> Avenue entrance is expected to be finished by late 2020.

The LIRR is proposing to eliminate on board cash transactions for the purchase of tickets. More on this next month.

## *THE LIRR MODELER* by Mike Boland

### *This Month's Feature:*

## 1959 AND PRR PULLMAN HEAVYWEIGHT PARLOR CARS ON THE LONG ISLAND RAIL ROAD, PART 3

I now continue my feature on LIRR parlor car operations to Montauk in August 1959.

Notice that all three Friday afternoon/night trains to Montauk--#16, #24 and #28—each had a parlor-lounge car. Train #16 had PRR THOMAS JEFFERSON, train #24 ran with PRR ELKS CLUB, and train #28 ran with PRR LIONS CLUB. These last two cars were similar and not available commercially; they have to be kitbashed or scratchbuilt, something I hope to do soon—and write about it when I do.

So on Friday, August 7, 1959, three trains with parlor cars and coaches brought a total of 16 parlor cars to Montauk. Train #16 had four parlor cars and a parlor-lounge car; train #24 had six parlor cars and a parlor-lounge car; train #28 had three parlor cars and a parlor-lounge car. All these 16 cars were laid up on #3 track at Montauk.

Additionally, there was one 28-1 PRR parlor—LUCRETIA MOTT—serviced and kept as a “stand-by” car.

These 16 cars were then used to make up westbound trains returning to New York on Sunday, Monday and Tuesday.



*Club car OYSTER BAY is laying up in its namesake's yard on 1/03/1959.  
George E. Votava photo, Dave Keller archive*

## ***THE LIRR MODELER...continued*** by Mike Boland

On Monday, two trains with parlor cars, trains #5 and #7, ran west to New York City. Train #5 had three parlor cars and a parlor-lounge, Train #7 had two parlor cars.

There was one eastbound train, #24, that had one parlor car and a parlor-lounge car. Interestingly enough, both cars were the two ex-Lackawanna cars! Both cars returned west on Train #5 on Tuesday in service.

As for the Greenport Branch, two parlor cars ran east on Train #214 on Friday night, August 7. The same cars returned west on #4205, deadheading in their train. On Sunday, August 9, Train #4210 ran east with one parlor car and the car returned west on Train #4217. On Train #4205, the two parlor cars on Saturday deadheaded east on the west end of the train.

So that's it. Not only are parlor car operations fascinating but so is the makeup of these trains in 1959. So that's it for our look at parlor car operations in 1959; it was indeed quite a look with P54D "pings" and P72's in gray coupled to Tuscan Red PRR parlors, pulled by RS-3's or H16-44's. It really must have been a sight to behold.

Merry Christmas and Happy New Year from the Long Island Rail Road Modeler! And happy modeling! Don't forget--my first book of two volumes by Morning Sun Publishing on LIRR MU cars—1905 to 1947 and in color—will be available from the chapter in April 2020. I can't wait!



*Club car SOUTH SHORE is catching the early morning light of a summer day in the yard at*

*Speonk, NY on Independence Day (4th of July) 1963.*

*William Lichtenstern photo, Dave Keller archive*

## Railroad Museum of Long Island Update by Don Fisher

NEW FOR 2019! The RMLI Riverhead gift shop will be open for last minute Christmas shopping on Saturday, December 21 from 10 AM to 4 PM. For After-Christmas shopping, the gift shop will be open on Saturday, December 28 from 10 AM to 4 PM. The Historic Lionel Layout will be in operation both days, admission is FREE!



The twenty-third Collectible Lionel "Traditional O" model train car from RMLI is ready for ordering! Celebrating the agricultural history of Long Island, we present the Long Island Duck Growers Association stockcar. Numbered for one of two LIRR stockcars of the early 20<sup>th</sup> Century, this car highlights the annual production of over seven million World Famous Long Island Ducklings, many sold to the Pullman Dining Car Company, railroads, steamship lines and fine restaurants throughout the Country. Ordering must

be done by February 24, 2020 and delivery is anticipated before the 2020 Holiday Season. Download an order form at [www.rmli.org](http://www.rmli.org). Cost of the car is \$77.95 and includes shipping and membership in the RMLI Collectible Car Club.

Fall and winter is maintenance time at the RMLI. Currently, the backshop building has received new cedar shingles on its southern exposure. In 2016-2018 the RMLI shingled the north exposure, replaced the roof and had a new rubber membrane roof installed on the flat part above the machine shop. Gutters were installed to direct rainwater away from the north side of the shops. Next projects up: maintenance on the stairs leading to the C-68 caboose and the creation of storage shelving inside our P-72 #2924. The P-72 coach #2924 recently had its electrical system overhauled so it can be plugged into "shore power" to illuminate the interior and vestibules. It will become a much needed store room for Museum artifacts.



# Railroad Museum of Long Island Update...continued

Our mission reads: *“The Railroad Museum of Long Island is dedicated to the restoration, preservation and interpretation of the history and artifacts pertaining to the railroads which participated in the growth of Long Island, its communities and industries for the entertainment, edification and good of present and future generations.”* Long Island railroading is not limited to the 4' 8.5" standard gauge!!

The RMLI's Allen Herschel G-16 park train was an "official" Long Island Rail Road consist! It is only 16" between the wheels but it ran in LIRR service at the New York World's Fair carrying hundreds of thousands of LIRR riders! Another, little-known, working railroad on Long Island was the 24" gauge agricultural/industrial railroads that served the Long Island duck farming industry of the East End. To tell that story, members of the RMLI have begun restoration of a "Duck Train" used to carry feed to the thousands of ducks being grown on a farm. Initial restoration work has begun on the International Harvester motor that operates the train. Eventually, the RMLI will exhibit this locomotive and railcar as another example of railroading on Long Island.



Lloyd Corwin Jr. sits on a feed train as his father, Lloyd Corwin Sr. (center), and grandfather Harry Corwin look on in an undated photo. COURTESY PHOTO



Interesting Long Island Rail Road artifacts are discovered regularly on the Island. Many of them are directed to the RMLI for care and exhibition. Recently, the Museum received what we believe to be the last remaining LIRR wooden "Sawbuck" grade crossing sign in existence. If any of our readers know of another one, please let us know!

Retrieved from the collection of passed LIRR Conductor, Mr. Ed Conklin, Jr. of Saint James, the sign was donated by the new owner of the home Mr. Conklin lived in. Ed had installed the sign on the ceiling of his basement shop area, keeping it in pristine condition – dry and out of the weather. The sign is made up of 2" x 10" boards and is over 6' 6" on each side. LIST Vice President Bob Myers stated the signs were originally erected on wooden poles measuring 22' in length! These are BIG warning signs. Shout out to LIST member Gene Collora for adding background to this article and to retired LIRR Signal Maintainer Pete Courtelyou for helping to save this lasting artifact.



## Oyster Bay Railroad Museum Update by Gary Farkash

Our main projects for the year were the installation of electricity to the yard/the turntable electrical work/restoration of the cab of Loco #35/ #35's tender/the Ping Pong Coach and #398. Pretty bold.

We were able to get #398, our GE 25 ton diesel engine to the point where we can operate all of the air assisted accessories such as the whistle, bell, and windshield wipers, and the generator works to provide lighting. This was almost a single-handed effort by our volunteer, John Petsche.

We completed the electrification of the yard which allows us the pleasure of not hearing the generator while we work. We have both 120 and 240 voltage lines out in the main work area of the yard near #35's Cab/Ping Pong Coach and Tender, where the bulk of the work is happening as well as near the shop area so we can also weld and work at the work benches. This is extremely handy when we have multiple welders on site.

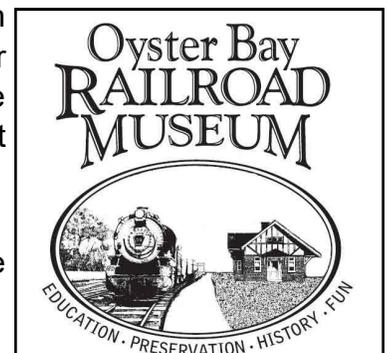
Our turntable electrical work has been completed and tested. Railroad Construction Company was brought in and installed running rails on the deck. They also leveled and secured the ring rail in the pit. Efforts are now focused on the installation of safety fencing for when our visitors can "take a spin" in the spring.

Our fabricators, Fred Rubin and John Petsche have been diligent in planning, creating and welding in the steel parts for the cab of Locomotive #35. The subfloor has been totally re-engineered and rebuilt along with having the lower side sheets installed. We still have a way to go, but our volunteers are busy stripping rust, rotted steel and whatever parts need to be removed in order to put new steel back onto this unit.

The tender has had many steel replacement panels fabricated and installed. One such panel had to be rolled by an outside firm in Harlem that we contracted with. Fred's work will make the tank as water tight as possible. By doing the work ourselves, we can re-allocate funding from this project to Locomotive #35.

Other volunteers, George Schlicter, Gary Farkash and Bernard Sanginito have been going gangbusters on the floor of the Ping Pong Coach. The entire interior was stripped and the floor removed. Now, after Fred fabricated new structural members and installed them, we probably have the squarest and most structurally sound P54 coach anywhere. And this is without any floor!. We have worked hard to remove all of the rotted steel along the lower portion of the walls so we can start rebuilding everything. We now have a subfloor in the restroom and were able to fit the toilet into place. 2020 will see much steel being installed and the exterior will see many replacement panels.

Dozens of photos and videos of these and our other achievements are available on our Facebook page **OYSTER BAY RAILROAD MUSEUM!**





## The following price list is for LIST members only!

# _____	GCT and Penn Sta. Statuary + Sculptures NEW	@\$18 each Total _____
# _____	2020 LIRR calendar NEW	@\$8 each Total _____
# _____	The 185 <sup>th</sup> Anniversary of the LIRR NEW	@\$12 each Total _____
# _____	LIRR Main Line East by D. 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 _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	From a Nickel to a Token by A. Sparberg	@ \$25 each Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each Total _____
# _____	Steel Road Nostalgia, Vol. 1 the Northeast	@\$25 each Total _____
# _____	Steel Road Nostalgia, Vol.2 the Northeast	@\$25 each Total _____
# _____	Jamaica Station by Dave Morrison	@\$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge- D. Morrison	@\$18 each Total _____
# _____	LIRR 175 <sup>th</sup> Anniversary 60 page book	@\$2 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 _____
# _____	The LIRR Part Seven by V. Seyfried	@\$25 each Total _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$25 each Total _____

Shipping for 1 of the books or calendar, \$3.50.

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping]

\*\*\*\*\*NY RESIDENTS, THE COST OF THE CALENDAR IS \$12.49\*\*\*\*\*

Long Island Sunrise Trail Chapter  
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*HAPPY  
HOLIDAYS TO  
ALL!  
From LIST-NRHS*