



SEMAPHORE



September 2017

The next meeting of LIST will be on **Friday, September 15th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Ed Koehler will provide a presentation on Long Island Rail Road Motive Power History from 1898—2017.

See rear cover for details!

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

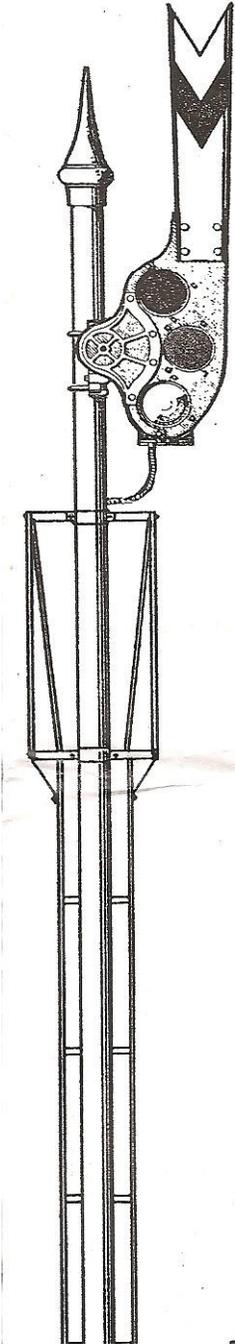
LIST-NRHS.org

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





The following price list is for LIST members only!



# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	Caboose Art by George Wybenga SEE BELOW	@\$65 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	@\$32 each Total _____
# _____	Steel Road Nostalgia, Vol.2 the Northeast	@\$32 each Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____	Sunnyside Yard+Hell Gate Bridge- D. Morrison	@\$18 each Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$5 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 Cast Iron Eagles of Grand Central	@\$3 each Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$50 each Total _____
# _____	The Rockaway Trolley by V. Seyfried	@\$50 each Total _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$30 each Total _____

Shipping for 1 of the books or calendar, \$3.50. CABOOSE ART BOOK, SHIPPING IS \$5 DUE TO IT BEING 270 PAGES.

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*****

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 by Steve Quigley

I hope everyone had an enjoyable summer and now that it is the fall, it is back to school and no more LIRR Cannonball to Montauk. [12 cars and 2 DM's, an interesting consist]

Chapter elections took place at the June meeting. The present slate of board members is as follows. Bob Myers, Bob Cecere, Ken Katta, Al Johnson, Steven Rappaport and Frank Spada. Steven R. is our Secretary, Alan Mark is our Treasurer, Bob Myers is our Vice-President and Stephen Quigley is the President.

Thanks to Chapter member John Kilbride who arranged it, on June 10th our Chapter sponsored a tour of the LIRR/Amtrak PSCC and the High Line.

Chapter member Jeff Stevens, whom is the Superintendent of PSCC, provided a fascinating narrative of the operations of PSCC. Jeff narrated the history as well as the present operations of PSCC in the board room and then in a crowning touch, opened the curtain which showed the 40 foot long lighted board which showed every track, platform and siding in Penn Station and vicinity. It is an incredible piece of technology which controls the operations of Penn Station and nearby trackage.

We then walked over to the High Line where we were met by a docent of the High Line. The High Line which attracted approximately 4 million visitors last year stretches from Gansevoort Street in the Meat Packing District to 34th Street. The person whom led our tour provided an extensive history of the High Line and geared his presentation to a railroad perspective. We walked the entire length on a beautiful day in which the High Line was its usual crowded self. An interesting, informative and enjoyable day for all!

There are two new LIRR books that have been written by Chapter members.

Art Erdman has written The LIRR in Color, Volume 5: Freight Operations. This is Art's last volume of his excellent series of pictures of the various aspects of the LIRR.

George Wybenga completed a book of his Caboose Art just prior to his passing last year. His son has published the book which contains 270 pages of George's caboose paintings which are in full color. The book is a compilation of all of George's caboose paintings.

Both books are available for sale at a discounted price for Chapter members. Please see the order form in this edition of the Semaphore for both books.

Our Chapter had tables at the Railroad Museum of Long Island annual Railfest this past month. Many thanks to Bob Cecere and Caroline Scannell for their help on Saturday.

Our 2018 LIRR calendar is at the printer and will be available at the beginning of October. The calendar ordering information will be in the next edition of the Semaphore.

Chapter member John Kilbride has written an article which has been published in the current edition of "Passenger Train Journal." The title of the article is "The South Wind, PRR's entry in the Chicago - Florida "Sunliner" Parade. This article covers the history of The South Wind and has many pictures showing the various rail roads which were involved with transporting it. If you wish to purchase a copy, please e mail me as we have have ordered several copies of this 2017-3 edition of Passenger Train Journal.

Neil Moran has retired from writing his column known as Stack Talk after many years. Many thanks to Neil for the years of his column. Mike Boland is going to step in as a columnist. If you wish to add to the Semaphore in writing a column, please let me know.

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 and my telephone # is **631-487-4766**. Please email your articles.



LIRR NEWS by Steve Quigley

NY Governor Andrew Cuomo stated that due to the emergency construction in Penn Station, it was going to be a “Summer of Hell” for LIRR commuters. Well, the summer has come and gone with Amtrak completing the reconstruction project on time and within budget. Overall, it turned out to be a “Summer of Swell”, NOT a Summer of Hell. The Summer of Swell term was coined by a senior LIRR conductor. The schedule was revised whereby trains were rerouted, some trains were eliminated or combined and additional standby bus service was provided. In addition, Ferry service from Glen Cove was provided for LIRR commuters. July had the best LIRR on time performance so far for 2017 and I can attest to that as I was a daily commuter in July.

July and August also saw the arrival of 8 passenger cars that were leased from MARC. I was informed that the cars were built in the 1980's. I rode in one the first week they arrived and although there were some complaints about the A/C, I found them to be dated on the interior but were smooth and comfortable. Look for them next summer as the LIRR plans to lease as many as 21 cars from MARC in 2018 and 2019 for summer service.

At the present time, the following items of major construction are taking place on the LIRR.

- 1] East Side Access. The LIRR access to Grand Central Terminal is still under construction with proposed revenue service planned for December 2022.
- 2] 2nd track. Construction is already underway for the 2nd track between Farmingdale and Ronkonkoma.
- 3] 3rd track between Floral Park and Hicksville. Funding has been approved for a third track between Floral Park and Hicksville. This third track will provide greater scheduling flexibility and will allow more reverse commuting on the main line. The amount of people that reverse commute to Mineola in the morning is phenomenal due to the station's close proximity to Winthrop Hospital as well as the Nassau County courts complex to provide an example.
- 4] The present plan for the Montauk Branch of the LIRR is for the elimination of manual block territory. It will be replaced by interlocking signals and automatic speed control. The expected date of completion is December of this year.
- 5] The new M-8's are on order and the first ones are expected to be delivered to the U.S. in approximately 6 months for testing. The paint scheme has undergone several changes; look for a unique paint design for the LIRR.
- 6] The Hicksville station is undergoing extensive renovations. Track 1 has been out of service as the north platform has been taken down to the pilings and is being completely redone. Heating elements have been installed in the concrete platform sections that are open to the weather so that snow will be melted and not have to be shoveled.

The above constitute an incredible amount of major changes, construction and improvements for the LIRR, possibly the most in the history of the LIRR.

The first MP-15AC locomotive to be repainted is now back in operation. The paint on the MP-15AC's had worn away due to the continued power washing that was done. The design is the same as was previous but the first one to be repainted is now shiny and looks new. [Too bad it wasn't available to lead the last trip of the Ringling Bros. circus train]

THE LIRR MODELER by Mike Boland

This Month's Feature:

Tweaking Oneida Club and a Few Added Details

Well, I'm back and so is everyone else. Where did summer go? I hope everyone had a great summer. I've been very busy and planning my layout, something that I'll be writing about in future months.

I displayed my parlor-lounge ONEIDA CLUB at the recent New England Railroad Prototype Modelers Meet held in Enfield, Connecticut in early June. This get-together is run by Dave Owens and his capable staff and I'll be writing about this fabulous meet next time but I realized I had left out some things on this car so I wanted to include them here before I move on.

Something that needs to be done is to plate over a window located on the non-A/C duct side of the car. This window, a single window, is at the far left of the car and probably was a bathroom but when the car was rebuilt, it probably was removed and replaced with a baggage area. I measured the window in order to cut a piece of styrene to cover the opening measuring a scale 2 feet by 2 ¼ feet. This will fill the window but I added another piece of styrene to actually fill the window opening. Be sure to file or sand all the rivet detail surrounding the window frame.

Don't forget the Garland vents and box-like square mini-fans that are on the roof. There are three Garland vents and three fans. Refer to the photo in the June SEMAPHORE for vent placement. You might want to sand down the drip strip at both ends of the car above the diaphragm since it's undersized. Make a new one, a longer one, from strip styrene and make sure it is wide enough, covering the width of the diaphragm.

The A/C side of the car needs to have a Cal-Scale #300 air brake detail set installed on its underbody.

I didn't give the measurement of the full A/C duct so here it is: it's 64 scale feet long. I cut it from the NERS part and then made it thinner since it is too wide. Carefully cut the two "adaptor" ducts at each end for a snug fit. To attach the duct to the side of the roof, I added several long pieces of strip styrene. I'm also considering adding two or three long screws from the floor and extending them into the car and its roof to hold the car together. This will keep the car tightly assembled; I got the idea from an old article on kitbashing Union Pacific coaches that appeared in the June 2007 RAIL MODEL JOURNAL by Steve Orth.

Since I'm not sure about the interior I simply added parlor car lounge seats made by Palace Car Company; I had bought them at an old RPM Meet. Twenty chairs were in the parlor section and 14 seats in the lounge with a buffet at one end. If I get more information on the car interior, I'll pass it along.

Don't forget to add the window material and make shades from colored paper. Then paint the car in the usual LIRR colors and letter with decals; unfortunately, you'll have to letter the car name with individual letters against the off-white matt background board or box that the railroad used to letter its cars. Give just the underbody some weathering and you're done. You now have a one-of-a-kind car for your Cannon Ball or other parlor train heading east!

Until next month, happy modeling!



ONEIDA CLUB laying up at station platform at Montauk, NY in 1969
Jules P. Krzenski photo, Dave Keller

The Story of Double Deck MU Coaches PART 1 by Mike Boland

Beginning this month, I start a new feature in THE SEMAPHORE. It's about the history of our favorite railroad and will cover a variety of topics. This material about my favorite MU cars on the LIRR was first printed in THE KEYSTONE, the PRR Historical and Technical Society's fine quarterly magazine in the Winter 1992 edition. My thanks to Chuck Blardone, its editor, for permission to reprint this classic article. Enjoy reading it!

TWO FEW SEATS

In 1930, the Long Island Rail Road received what would ultimately become its last group of MP54 MU coaches, a 45-car fleet (class MP54A1 #1135-1179) built as part of a joint order by the Pennsylvania Railroad (the Long Island's parent road), along with a number of similar cars bound for another Pennsy subsidiary, the West Jersey and Seashore Railroad. Traffic on the LIRR had been steadily increasing; the railroad had even converted a group of 30 arch-roof coaches known as "pings" (class P54D), used originally in steam-hauled service, into MP54 coaches for use in electric territory. But the MP54A1 had seats for only 72 passengers and it was time to design a new passenger car...one with more seats. The LIRR turned to its parent road for an answer, and in the autumn of 1931, the PRR decided to build LIRR #200.

PROTOTYPE

Car #200 was a multiple-unit trailer (with no motors) and unlike any of the other 252 arch-roof trailers (class T54, T54A and T54B) built for the railroad beginning in 1915. Nor was it like any of the road's 700 motorized multiple-unit passenger cars. Coach #200 utilized an innovative seating arrangement in a staggered, two-tier configuration previously unused in U. S. railway passenger car construction. The design, however, was not new; it was created and patented by Albert E. Hutt of New York in 1928. Little is known about Hutt. His design provided seats on two levels within a car cross-section that could still meet existing clearance standards on the LIRR. Both the upper and lower levels of seats could be reached from a center aisle, which was 14" above the lower seat level. Ramps at each end of the car aisle descended to a standard vestibule. Each tier had pairs of fixed seats—each seating two—facing each other (not unlike a luncheonette booth minus its table), with double windows.



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At 72 feet in length, the new car had a seating capacity of 120, almost double what a standard MP54 MU coach could handle. Even more unusual was the material used to build the car. Several conferences of the PRR motive power and engineering departments led to a decision to use aluminum in the construction of #200, thus making it the first aluminum passenger car built in this country.

The Story of Double Deck MU Coaches PART 1...continued

Construction began in February 1932 as a joint effort of the PRR and the Aluminum Company of America (Alcoa). Car #200 measured 72'-4 3/4" over the buffers and was of riveted aluminum construction. The use of aluminum made #200 the lightest rail car ever built. Weighing 71,800 pounds, the car—classed by the railroad as T62 ("T" for trailer, "62" for 62 feet in length over the cornerposts—had no motors and was only half as heavy as an all-steel MP54 motor car. Only the trucks, draft gear and air brakes were not aluminum. The trucks were type 2CP3, a standard PRR passenger type, take from a scrapped car built in 1905.



Another unusual construction feature was the roof of #200. Not only was a special insulation utilized, but a second roof was placed 1 1/2" over the first. It was thought that as the car moved, air would enter at one end and leave at the other, providing cooling; two rows of seven utility vents along both sides of the roof would assist. The balloon roof allowed ample headroom for those sitting in the upper level. The car had ceiling lights, baggage racks and non-slip treads on the steps leading to each group of seats. Handholds (grabirons) and vertical bars next to each seat facilitated passenger movement.

The car was completed on July 15, 1932 and inspected officially in Philadelphia on July 18th. It was then returned to Altoona for minor changes that were completed on August 6th. It was then sent on to New York, where it was placed on exhibit in Pennsylvania Station on August 9th for Long Island commuters to inspect. Car #200 entered service on Saturday, August 13th, with two trips between Penn Station and Port Washington and a single trip to Babylon. It was not used on Sunday but returned to service on Monday. The car was run in the middle of a train consisting of MP54 MU coaches.

An interesting story—and it may be only that—is that #200 was not originally painted Tuscan red, but instead wore Brunswick green. Some time after its initial paint job it was supposedly given the standard PRR passenger paint scheme. Unfortunately there is nothing to substantiate this.

Eagle-eyed railfans may remember a Pullman car—actually, there were two—that closely resembled the Long Island's #200...at least from the outside. In 1933, one year after the appearance of #200, Pullman went ahead with the idea of a full-length duplex sleeper. Two baggage-buffet cars were rebuilt, and, as EVENTIDE and NOCTURNE, the two cars resembled LIRR #200, differing with their six-wheel trucks, single vestibule and car interior. Also the duplex sleepers had the double row of windows on one side of the car. Both cars were sold to the Pennsy in 1948 and leased back to Pullman until 1956, when they were scrapped. The two cars ran between Boston and Washington, D C. and were often used by government employees.



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SEPTEMBER LIST MEETING PRESENTATION,, BY ED KOEHLER
LONG ISLAND RAIL ROAD MOTIVE POWER HISTORY 1898 to 2017



Many of us have all ridden trains on the Long Island Rail Road or other railroads. In this presentation we take a look at the various classes or types of locomotives that have served on the Route of Dashing Dan since the October, 1898 renumbering of locomotives right up to the DE/DM's that serve in 2017. We see steam, diesel, and electric locomotives in a variety of paint

schemes with a discussion of how they all fitted in during the history of the Long Island Rail Road. While this show might be a tad longer than some of the other presentations, it covers an important part of railway history here on the Sunrise Trail.

