



SEMAPHORE



June 2020

Out of an abundance of caution, we are once again canceling this month's LIST Chapter meeting.

We wish all of the members of LIST and your families to stay healthy and be safe. In this time of crisis, the best thing we can all do is stay safe by staying at home.

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We are always looking for articles for the Semaphore. If you have something you'd like to submit, please email it to us at:

csquigley@optonline.net

THIS WILL BE THE LAST NEWSLETTER UNTIL SEPTEMBER!

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

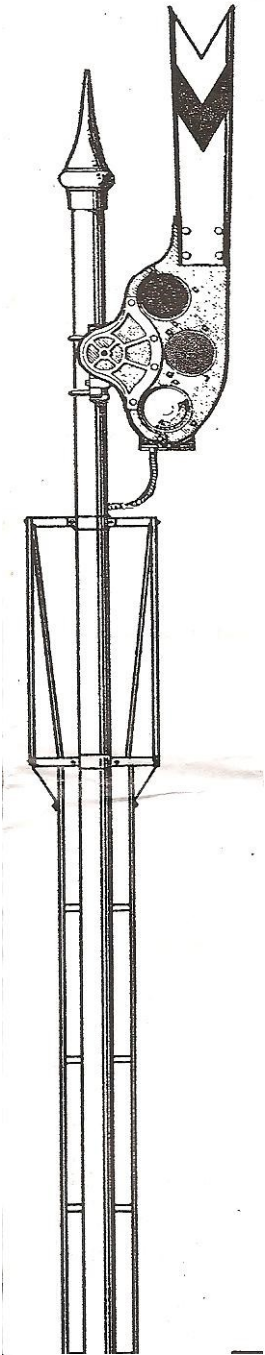
LIST-NRHS.org

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



List Happenings by Steve Quigley

First and most important, I wish all of the members of LIST and your families to stay healthy and be safe.

Regretfully, I am canceling this month's [June] LIST Chapter meeting. I am planning on resuming our in person meetings in September.

WE NORMALLY DO NOT PUBLISH THE SEMAPHORE IN JULY AND AUGUST. HOWEVER, DUE TO THE PLANS FOR THE SEPTEMBER 19TH LIRR TRIP TO GREENPORT NOT BEING FINALIZED AS OF TODAY, JUNE 10TH, WE WILL PUBLISH A SPECIAL EDITION OF THE SEMAPHORE IF NEEDED.

Since we have not had a Chapter meeting in several months due to these extraordinary circumstances, we are looking into alternative methods of presenting a meeting. One possible way is to use Zoom. Our Chapters Treasurer, Alan Mark has attended Zoom meetings and has found them to be an acceptable alternative form of a meeting.

Zoom works on PC's, Macs, iPhones, iPads and Android phones and tablets. Your PC must have Windows 7 or newer and functioning speakers. For mobile devices, download and install the free Zoom app from the APP Store or Google Play. To join the Zoom meeting you have to click on a link that would be provided. You may be asked to join Zoom Video and join Zoom Audio. You would click "yes". If you are using the Zoom app, there is a meeting ID and password which again would be provided.

If the logistics are not overly complicated, we might use Zoom so that our out of town members whom are unable to join us in person due to geographic distances would be able to attend a meeting. We will work on this over the summer and let you know.

HOWEVER, there is one thing we will need in order to invite you to a Zoom meeting, we will need your email address. Even if you have sent me your email address in the past OR if I have sent you the Semaphore, please send me your current email address so I can update our file. Let's try it in the fall to see if we can conduct a meeting using this method.

Bob Sturm's new book is in the final stages of being written and we hope it will be printed and published this fall. Our Chapter is providing support so that this important work will be available to be read by all who appreciate the history of the LIRR. The book will cover the History of the LIRR from 1948 to 1980. I have read a draft copy of the book and it is the same fine quality as Bob's first LIRR History book! You will enjoy reading it and learning the why and how things happened on the LIRR during that time span.

An informed source has told me that Nassau Tower in Mineola will NOT be torn down this month. Due to the pandemic, the tower is still manned and will be so for a short period of time. I also learned that Queens Tower is being manned again due to the pandemic. This is due to the need for social distancing at JCC (Jamaica Central Control). Get your photos of Nassau Tower while it is still there as the tower and substation will be torn down to make way for the 3rd Track Project. BUT REMEMBER, BE SAFE WHEN VIEWING AND TAKING PICTURES OF THE TOWER as hundreds of trains travel through Mineola every day!

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 email your articles.



LIRR & METRO NORTH NEWS

Officials from the Metropolitan Transportation Authority (MTA) today announced ridership on the Long Island Rail Road was 28,089 on Monday June 8, the first day of New York City's Phase 1 reopening, totaling 13% of the agency's pre-pandemic ridership figures, up from 3% mid-pandemic. On Metro-North Railroad, ridership increased to 20,140 riders on June 8, equaling 10% of Metro-North's pre-pandemic ridership, up from 4% mid-pandemic. Ridership continues to trend upward as the Hudson Valley region began Phase 2 on Tuesday, June 9 and Long Island's Phase 2 started today, Wednesday June 10.

The LIRR is introduced new timetables on June 8 that increase service to 90% of normal weekday service, with off-peak fares remaining in effect at all times. To accommodate an increase in riders as part of the Phase 1 reopening on Long Island, MTA Long Island Rail Road announced essential service plan enhancements on May 26. 105 cars were added, adding 15% capacity and lengthening trains, bringing the daily in-service car total to more than 800 cars.

Beginning June 15, Metro-North will return to approximately 61% of the normal weekday service with a new schedule supporting supplement peak inbound and reverse peak service, while still maintaining hourly service during off-peak hours. The schedule will bring Metro-North to 50 trains arriving at Grand Central Terminal during the AM peak and 68 trains departing during the PM peak. This marks a 115% capacity increase from the current schedule, which sees 24 trains in the morning peak and 24 in the evening peak. Off-peak fares will continue to apply at all times. Additional trains and crews will be available in all yard locations to add trains into service should the demand warrant.

"With Monday's milestone of the Phase 1 reopening of NYC and today's beginning of Phase 2 on Long Island, it is with great pride and admiration I have of our workforce," **said Long Island Rail Road President Phil Eng**. It is their heroic efforts that has allowed LIRR to move essential workers such as doctors, nurses, first responders, grocery store clerks and our own MTA workforce to bend the curve and save lives. Not only are we performing unprecedented levels of disinfecting throughout the system, but our ability to increase service and run the essential service plan at 90% of our full schedule allows all that need to use the LIRR an added level of comfort with additional capacity and options to safely travel. The light at the end of the tunnel is both brighter and closer as LIRR is here for you. They are truly heroes moving heroes."

"As the number of riders traveling from Metro-North's service region to New York City continues to grow, the safety of our customers and employees is our number one priority," **said Metro-North Railroad President Catherine Rinaldi**. "We continue our unprecedented, 24/7 cleaning regimen as well as providing masks and hand sanitizer in stations for our riders."

On the Long Island Rail Road, roughly 110 LIRR employees were deployed to 54 stations throughout the system, where 2,500 masks were distributed to riders. In the 5:30 a.m. to 6 a.m. time period on Monday, arrivals at Penn Station were counted at 34% of normal volumes, likely signaling the return of construction workers under the NYC Phase 1 worker plan. The LIRR continues to urge business leaders to consider staggering work hours to help with adequate distancing onboard trains.

Continued on page 6

THE LIRR MODELER by Mike Boland

This Month's Feature:

THE MAKE-UP OF STEAM TRAINS IN 1929

With the coming of the P54D fleet of steel “pings,” the LIRR had removed from service its last wooden passenger cars. So what did LIRR steam-powered trains look like back then? Special Instruction 161 of 1929 tells the story of exactly how LIRR trains—by train number—appeared in terms of consists. Among the surprises in trains are the number of parlor cars in many of the trains mentioned in the schedule, as well as the number of mail cars.

Keep in mind that a lot of those trains ran through from Pennsylvania Station thanks to many DD1 electric locomotives on the roster.

As for cars on the roster, there were P54 coaches of all kinds—P54A, P54B, P54C, P54D's and P54E's with arch roof and clerestory roofs, PB54's and PB57's and baggage-mail RPO cars. There were also several types of baggage cars, notably B40's, B60B's and B62's but they don't seem to be mentioned here with one exception. There are also a number of trains that operated with PRR P70 coaches.

So, let me take a look at these trains, starting with eastbound, even-numbered trains.

Train 4 to Montauk ran with one mail car, one baggage car and two coaches. Train 204 to Greenport ran with one mail car and four coaches. Train 8 on Mondays ran with one mail car, three parlor cars and three coaches. On Tuesdays through Friday the train ran with one mail car, two parlors and three coaches. On Saturdays, Train 8 operated with one mail car, three parlors and four coaches.

On Saturdays, Train 532 to Oyster Bay, had one mail car, two club cars, Oyster Bay and Nassau, along with six coaches. On Saturday, Train 60 to Speonk had eight coaches and one club car, South Shore. On Saturday Train 12 to Montauk had one parlor-lounge-bar car, six parlor cars and five coaches. On Saturday Train 208 to Greenport had four parlor cars, one PB54 or PB57 combine and four coaches. On Saturday, Train 634 to Port Jefferson had two club cars—Smithtown and Syosset, and eight coaches.

On Fridays, Train 16 to Montauk had three parlor cars and one observation car. (The observation car was discontinued after Sept. 6th, 1929.) On Friday, train 210 to Greenport had three parlor cars, one combine and 3 coaches.

On Monday through Wednesday Train 18 to Montauk had one parlor-lounge-car car, three parlor cars and one observation car. On Thursday Train 18 had one parlor-lounge-bar car, four parlor cars and one observation car. On Friday Train 18 had one parlor-lounge-bar car, nine (!) parlor cars and one observation car; this train also had a parlor car from Washington, D. C. added to it at Pennsylvania Station in New York City. So this train had a total of 12 parlor cars. On Saturday Train 18 had four parlor cars and one observation car.

Train 38 to Montauk on Saturday had one combine and six coaches. Train 38 had seven coaches on Friday.

Interesting, yes? YOU BET! Imagine these cars in Tuscan Red with LONG ISLAND and PULLMAN lettering on its heavyweight parlors, lounges and observations. What an era! And to model it—unbelievable!!!

Have a safe and healthy summer, happy modeling and I'll see everyone in the Fall!

Recollections of a Mineola—Garden City Freight

In the mid fifties, at the suggestion of Walter Schaffner, I bid and was awarded a combination assignment, selling tickets at Bellaire Station until 9:00 AM and then travelling to the Mineola – Garden City Freight Station where I performed any work assigned to me. Walter had already been the ticket clerk at East Williston and then like I, he performed assigned work at the freight station. This facility was just east of Franklin Avenue & 11th Street in Garden City. It was located adjacent to the West Hempstead extension that ran from Country Life Press to Mineola entering ML2 at Nassau. The station was manned by an agent, [Charlie], cashier [Chester] car record clerk [Jim], Train checker and damage clerk [Bob] and Walter and myself.

This location handled a minimum of 1,000 carloads each month & was the largest agency outside the Metro [NYC] area. The yard consisted of 3 team yard tracks, a siding into Gillespie Lumber and the siding along the freight house & platform. The west end of the freight house was occupied by Acme Fast Freight. They handled most of the Less Than Car Loads in the area. Although the team yard was considered to be public, most of the cars were consigned to A & P and then trucked to their facility at 650 Stewart Avenue. A & P accounted for at least 600 cars each month. Contents included cereals, canned goods, produce and meat.

There were 5 different freight crews that handled the traffic in this area. First – the L-44, a Holban Yard job handled two consignees just west of the Meadowbrook Parkway., one being a lithograph company and the other the famous Mason Mint candy. That ended our jurisdiction and the crew went on to Westbury and Hicksville. Coming west, there were several consignees starting with a steel fabricator and ending with a concrete pipe manufacturer just west of Herricks Road on the Main Line.

Next, the L – 58 also had a Hoban job serviced our Team Yard and Hempstead. In addition, there were several consignees on the Oyster Bay Branch between Nassau & East Williston that were serviced. Third, the L – 42 an early morning LI City job brought out the meats to Wilson & Swift Meat Companies. Wilson's switch was just east of Nassau on Oyster Bay 1. This was shared by a toy manufacturer. Swift was just east of Roslyn Road off of ML1. Fourth, the L – 20, also an LI City job brought most of the freight to the Mitchel Field Secondary. Most perishables were handled from LI City in the early hours of the morning. If A & P needed an early morning switch of perishables, the L – 20 would do this work. Most of the action was on the Mitchel Field Secondary, Newsday and A & P being the major players.

Each morning, Monday _ Friday, the L – 68 was a Holban job very ably run by Conductor Ernest J. Meyers. It brought several carloads to this location but its main duty was to service all consignees along the secondary in a timely manner. A & P and Newsday usually required two switches per day. Later on during my tenure at this station, I assumed the role of checking all cars along the secondary and then recording all cars within the Agency when I returned to the office. Each morning at roughly 9:30 AM when the L – 68 arrived, I would meet conductor Meyers at the Commercial Rest, a coffee place adjacent to the track. There I would go over what was on hand and what was needed to be done. I actually gave him a copy of the Yard check on his Drill Order Form. It was not unusual to receive a call from Ernie in late afternoon to tell us all the work was complete. He was quite a gentlemen and a pleasure to work with.

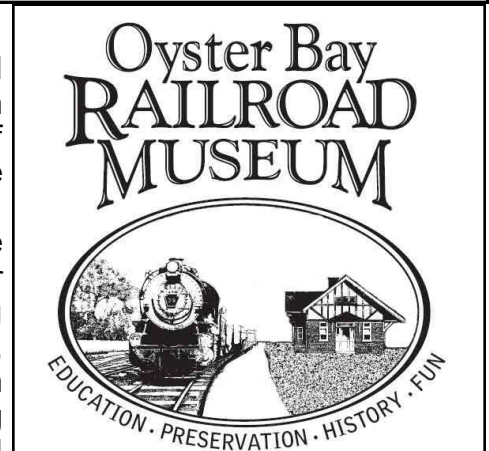
Walter Jack Hilsenbeck, LIRR service 4/1/56 – 11/1/88.

The next edition of the Semaphore will be my recollection of those in the Freight Office.



Oyster Bay Railroad Museum Update by John Specce, President

This has been a challenging time for the Oyster Bay Railroad Museum, along with other not-for-profit museums and related organizations on the Island. The ambitious plans that were in place for the season are being amended to address the realities of the government guidelines and time frame for re-opening. Since we are in Phase 4, the last phase, it will probably be late June, early July, that operations can resume. As a result of the shut-down, our very popular fund-raising event, the Summer Solstice, scheduled for June 16th has been cancelled, being replaced with a mid-year appeal. Work at the Display Yard, following precautionary measures, has continued, in preparation for our eventual reopening. In the meantime, Protocols are being developed to ensure the safety of our volunteers and visitors at all our locations, using guidelines promulgated by the New York State Department of Health's Covid-19 Reopening Safety Plan. We are looking forward to the future when we once again can share the Museum experience with the public. In the meantime, be safe and well!



LIRR NEWS...continued by Steve Quigley

Long Island Rail Road stations have been cleaned more than 10,000 times since May 1 and LIRR train cars have been cleaned more than 36,000 times during that time. Daily disinfecting and cleaning will continue with all LIRR train cars being sanitized at least once a day and stations at least twice daily.

Metro-North personnel distributed 250 masks and 200 hand sanitizer packets Monday, and touchless hand sanitizer dispensers are being installed at all Metro-North stations. Face covering signage has been posted at all stations to remind riders they need one to travel. Floor decals have been placed near ticket windows and information booths to encourage proper social distancing on lines. Similar decals can also be found on the platforms at the Fordham, Pelham, Scarsdale and Tarrytown stations so riders can properly social distance while waiting for their train.

Daily disinfecting and cleaning will continue with all Metro-North train cars being sanitized at least once a day and stations at least twice daily. To date, Metro-North stations have been cleaned more than 9,500 times, train cars have been cleaned more than 17,000 times.



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



The following price list is for LIST members only!



# _____	LIRR Multiple Unit Cars by M. Boland *new book	@\$48 each Total _____
# _____	LIRR Main Line East by D. Morrison *new book	@\$18 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland	@\$48 each Total _____
# _____	LIRR Oyster Bay Branch	@\$18 each Total _____
# _____	2020 LIRR Calendar [a few copies remaining]	@\$8 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	@\$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	@\$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 Vincent Seyfried	@\$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 \$9.23*****



Long Island Sunrise Trail Chapter
National Railway Historical Society
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The Long Island Rail Road

As we continue to bolster our important messaging to customers about mandatory face coverings at our stations and on our trains, you may see some familiar faces -- with a twist -- on social media and on signage across our system. It's none other than the famed *Dashing Dan and Dashing Dottie* - with a little upgrade for modern times.

Thanks to Susan McGowan, General Manager of Public Affairs, for the idea to repurpose these iconic images, and to our graphic designer John Caruso from Corporate Communications for making it happen!

