



SEMAPHORE



March 2021

The LIST September meeting will be held on **Friday, March 19th, 8:00pm.**

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom. Please see details and directions on how you can join the meeting as provided by Ed Koehler on page #3.

THIS MONTH:

The presenter at the LIST March 19th meeting will be Mike Yuhas. Mike is the President of the Wisconsin Chapter of the NRHS. He will present railroad photography in the Midwest from a drone perspective. Mike will feature several railroads, primarily CN, UP, BNSF and CP in Wisconsin and Illinois.

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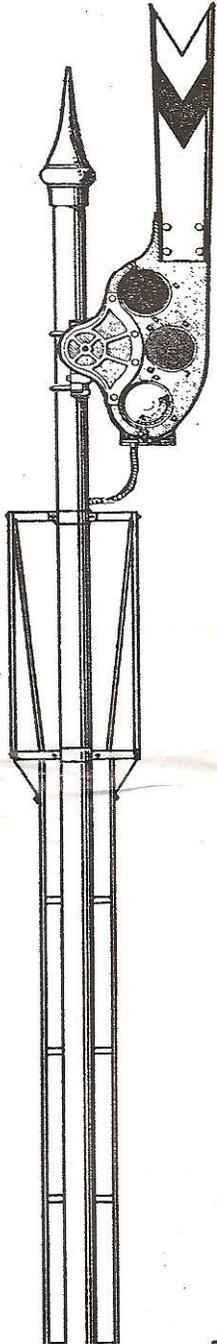
**For regular updates and other important information,
visit: www.LIST-NRHS.org**

The Chapter mailing address is:

LIST—NRHS

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Babylon, New York 11702-0507



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





The following price list is for LIST members only!



# _____ LIRR Babylon Branch by Dave Morrison NEW	@\$18 each Total _____
# _____ 2021 LIRR calendar [no longer available]	@\$8 each Total _____
# _____ The 185 th Anniversary of the LIRR book	@\$12 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 _____
# _____ The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 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 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 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, add 8.625% tax to the total of the merchandise PLUS the shipping] *****NY RESIDENTS, THE COST OF THE MAILED 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

March Meeting Information by Ed Koehler

LONG ISLAND SUNRISE TRAIL CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

MARCH 19, 2021 MEMBERSHIP MEETING

Please keep in mind that this meeting is for members only' please do not share login information.

To comply with current restrictions regarding gatherings, this meeting will be held via Zoom®. Around 7:50 PM on March 19, 2021 you can connect to the meeting by entering the below link 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 queried 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.) Do note that your normal internet charges will apply for both the meeting and the sign up.

FRIDAY, MARCH 19, 2021 AT 8:00 PM

After a brief business session, we will be offering a presentation by member Michael Yuhas who lives in Wisconsin and was employed by Kalmbach Media (formerly known as Kalmbach Publishing) for many years. He will be presenting a show on railroad photography using a drone to achieve some very different angles on our favorite subject; railroads. The photography in this presentation borders on stunning!

To attend this event:

<https://us02web.zoom.us/j/89137253791?pwd=Rk00VGZVcG9OcXZHampRTWlwSzhjZz09>

Meeting ID: 891 3725 3791 Passcode: 030007

One tap mobile

+19292056099,,89137253791#,,,,*030007# US (New York)

+13126266799,,89137253791#,,,,*030007# US (Chicago)

Do note that your normal internet or cell phone charges may apply.

The April Membership Meeting: Because of the planned speaker we will have a different protocol to attend this Zoom® based event. Instructions will be E-Mailed to you in advance of the meeting or will be found in the April edition of the Semaphore. Thank you for your cooperation.

Any questions or problem with Zoom® please contact Ed Koehler at EdwardMKoehler@nyc.rr.com or call him at 917-603-4276.

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

First and most important, I wish all of the members of LIST and your families to stay healthy and be safe. PLEASE READ THE FOLLOWING IMPORTANT ITEMS!

Regretfully, I am canceling this month's IN PERSON February March Chapter meeting. We will resume our in person meetings as soon as possible.

WE WILL HAVE A ZOOM MEETING THIS MONTH ON MARCH 19th. Please see this edition of the Semaphore as to how you may attend through your PC our Zoom meeting. In the future, we plan on conducting our in person meetings as well as having a Zoom meeting at the same time. Many thanks to Chapter member Ed Koehler for setting up and handling the technical aspects of our Zoom Meeting. For now, our Zoom meetings are available to LIST Chapter members only and invited guests, not to non-members.

I have lined up our guest presenters for the remainder of the season and you will really enjoy their presentations. Our presenters are special but remember, our Zoom meetings are for members and invitees only so if you know someone whom would like to attend, tell them to join LIST as a member.

Our 2021 LIRR calendar is SOLD OUT. Thank you to our friends at the LIRR for helping us as well as Chapter members John Grocki and Gene Collora whom sold many calendars. Thanks to the members of our calendar committee for producing an excellent quality calendar. We have mailed out many copies of our calendar and books. There has been delivery issues with some of them due to the USPS issues this winter. If you did not receive the item you ordered or if it was damaged, please let me know and if I will replace it or issue a refund.

We have purchased copies of "Waterfront Railways of N Y Harbor" by Robert Yanosey The retail price is \$39.95 but for Chapter members the cost is \$30. Shipping is \$3.50 and the tax is \$2.89 for books shipped to a NY State address. This is NOT on our order form; if you wish to buy a copy just include a note with your check.

We have very few copies of the Arcadia Publishing Co books The LIRR 1925-1975 and the additional book, Revisiting the LIRR 1925-1975 by David Keller and Steven Lynch. These books were published in 2004 and 2005 respectively and the price for Chapter members is \$18. S+H is \$3.50, NY State residents must add \$1.85 tax. These books are not on our order form as we have only a few copies. Just include a note with your check.

Regretfully, the trip to Greenport on April 24th was canceled. I was notified of the cancellation recently. We may possibly reschedule in the fall.

We are in the final stages of Chapter member Bob Sturm's book on The History of the LIRR 1949 to 1980. We will be sending it to our printer shortly. This important book on the story of the LIRR should be available to LIST Chapter members in April. The price is being finalized but as usual, Chapter members will receive a discount off the retail price.

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.



Long Island Rail Road News by Steve Quigley

On Monday, March 8th, the LIRR initiated new timetables. Off Peak fares will remain in effect on all trains at all times, even during traditional peak hours. Off Peak fares at all times have been in effect for a while. The new schedule supports infrastructure work which includes tie replacement, construction of a new storage track in Massapequa and work related to the Third Track Project between Floral Park and Hicksville. The new schedule also reflects the fact ridership levels are currently at 24% [yes, 24%!] of pre-pandemic levels! Weekday service schedules are close to weekend schedules with several exceptions. Service levels are approximately 75% of pre-pandemic levels. Although service levels have been substantially reduced, job reductions have not taken place nor are planned at the present time. However, overtime has been substantially reduced almost to the level of being non-existent. In the past, if a particular engineer's or conductor's job had overtime, the job has been reworked so that overtime is not included.

With this new schedule, Timetables will NOT be printed. The last printed timetable was Effective May18 – July 12, 2020 but was never officially in effect due to the schedule being revised as a result of the Covid virus. The most recent printed timetable that was actual and effective was the one Effective March 9 – May 17, 2020. These two timetables may be collector's items as the new LIRR Train Time App provides much more information than a timetable and appears to be popular. If you have not tried the app, please do so as it is very informative and updated in real time especially when it shows where your train is located.

The South Fork Commuter Connection Service between Speonk and Montauk has been permanently discontinued. The Service consisted of 3 round trip trains on the Montauk Branch with connecting shuttle services operated by the Towns of South Hampton and East Hampton. The shuttle service was suspended last March as the beginning of the pandemic. The MTA notes they will save \$1.5 million per year by eliminating this service.

A draft environmental impact statement and project plan for the Empire Station Complex noted that Penn Station could have as many as 9 new tracks in operation in 2028. The plan includes 10 new buildings being developed on 8 sites adjacent to Penn Station. A block south of Penn would be acquired and excavated to build the new tracks. The development would also include the demolition of some historical structures which includes the Hotel Pennsylvania which is across 7th Avenue from the Main entrance to Penn. The new tracks would primarily serve Jersey Transit which would free up the other existing tracks. The entire project would potentially be completed by the year 2038.

The group called Rethink Penn Station NYC, has noted that this plan neglects one very important aspect, which is the fact that most of Penn Station is stuffed under Madison Square Garden!

All of the railroad crossings between Hicksville and Floral Park have been closed. New pedestrian overpasses have been or are being built at various locations along this 10 mile stretch. In conjunction with the construction, a new interlocking, Nassau 1 has been built and is located between Merillion Avenue and Mineola. It is located almost 1.5 miles east of its current location. Along with the new interlocking, the LIRR is changing the track designation along the entire 10 mile corridor. The north track which is currently the westbound track, will be renumbered from track 1 to track 3. The south track which is the eastbound track, will be renumbered from track 2 to track 1 and the new additional third track which is south of the existing tracks will be the new track 2. This is consistent with other places on the LIRR and on most other railroads in the US.



THE LIRR MODELER by Mike Boland

This Month's Feature: BROADWAY LIMITED'S NEW RUN OF PENNSYLVANIA RAILROAD P70 COACHES PART 1

It's time for me to turn away from freight cars—a subject that I truly love—and turn to passenger cars, another subject I love dearly. And what a subject I have selected: it's a classic—the Pennsylvania Railroad's P70 steel passenger coach!

Here's the history of this car. As part of the New York Extension and the development of Pennsylvania Station on the west side of Manhattan in New York City, the PRR developed two types of steel passenger cars: the MP54 and the P70. We all know about the MP54 but I really haven't written about the P70, the PRR's answer for building a long distance steel coach for its passenger service in and out of Pennsylvania Station—and elsewhere.

During this time, other railroads, not just the Pennsylvania Railroad, were also working on building steel cars just a few years into the beginning of the Twentieth Century. Both the Southern Railway and the Southern Pacific Railroad built steel cars; in the east, the Erie Railroad had three steel cars built in 1904!

This was about the same time the PRR developed the design for a steel car. It was designed by William Kiesel, Jr., along with Charles Barba with assistance from George Gibbs, a name very familiar to LIRR fans. Car #1651 was built and then a car for the LIRR--#1451—was also built. Both cars were not too successful and a third car was designed and built; ironically, this car's design ultimately “morphed” into the MP54.

The PRR developed a car with a fire-proof design of steel that sat 88 passengers with a length of 80 feet. Plans were completed in early 1907 and this was the PRR's classic, venerable and iconic P70 coach. This was a prototype with initial plans for 500 cars to be built, with 200 cars to be in the first and initial order. The order for cars was divided among American Car and Foundry (ACF), the Pressed Steel Car Company and the PRR's own Altoona Shops. This initial order of cars cost the PRR \$20 million.

The first P70, #1652, was built in December 1907 at the PRR Altoona Shops. By February 1910, 324 P70's were in service, in time for the opening of Pennsylvania Station; wooden cars would not be allowed to use the PRR tunnels leading to Pennsylvania Station. The PRR's great steel fleet numbered 550 cars including coaches, combines, diner and headend cars; this cost the PRR \$100 million. Pullman and other railroads followed the PRR in the construction of steel cars.

The PRR retired its last wooden cars in 1928, one year after the LIRR did.

For more information read John H. White's “The American Passenger Car.”

Next time, more about the P70's and Broadway Limited's new run in HO scale; until then, happy modeling!



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National Railway Historical Society
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Moynihan Train Hall Photos by Steve Quigley

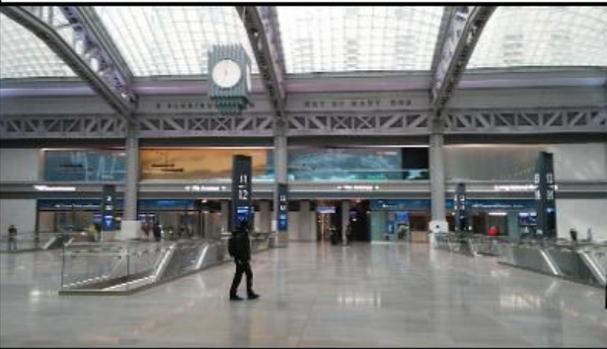


The Main Hall Looking South

The Main Hall Looking North



Moynihan Train Hall Photos by Steve Quigley



The Main Hall Looking West



The Main Hall Looking Southeast



LIRR Ticketing from 2nd Level



The Main Hall Looking Northwest