



SEMAPHORE



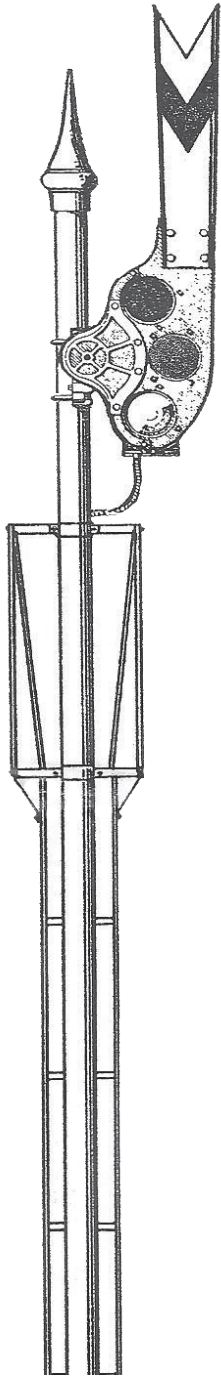
June 2024

The LIST Next meeting will be held on **Friday, June 21st at 8:00 p.m.**

This meeting will be **IN PERSON** at the historic Van Bourgondien house in West Babylon, as well as by Zoom. The address of the Van B house is 600 Albin Avenue in West Babylon.

THIS MONTH

For the June membership meeting entertainment we will be viewing a remote presentation from Mike Boland on the Long Island Rail Road's 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



June Membership Meeting Information by Ed Koehler

LOG IN INFORMATION FOR THE JUNE MEMBERSHIP MEETING

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 June 21, 2024
The Van Bourgondien House
600 Albin Avenue, West Babylon, New York, 11704

This presentation had originally been scheduled for the February 2024 membership meeting but has to be rescheduled when we lost the internet connection in our meeting room. With a heavy schedule this is the earliest date that this event could be rescheduled. For the June membership meeting entertainment we will be viewing a remote presentation from Mike Boland on the Long Island Rail Road's push pull trains.

June 21, 2024 at 8:00 PM eastern, **7:00 PM** central: The June 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/86536699111?pwd=cE1DUJZEQXJneTBUSS9SOWViaIV0QT09>

Meeting ID: 865 3669 9111 Passcode: 917039

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

I mistakenly noted on the Semaphore order form that the member cost of our LIRR 190th Anniversary book was \$20. The NON-member price is \$20, the LIST member price is \$15. All of the members who ordered our book at \$20 received a \$5 refund. We have a few copies remaining of our LIRR 175th, 185th and 190th Anniversary books. All have different stories of the LIRR. We decided to combine ALL 3 for a \$20 package price. Please see the order form in this month's edition of the Semaphore. The shipping cost for ALL 3 books is \$5.

Trip Chairman Bob Grant scheduled a tour of the Danbury Railway Museum on May 18th. 11 members of L I S T met in Grand Central Terminal and took the 11:02 A M train to Danbury with a change at South Norwalk. We arrived at 1:11 P M and were greeted at the Danbury Metro-North train station by Stephen Gould who is member of the Danbury Railway Museum as well as a L I S T member. Steven was our private docent for the afternoon at the Museum. Alan Gruber, who is a member of the Danbury Museum as well as a L I S T member, joined our group and provided additional commentary about the Museum and its extensive collection of rolling stock. We had a ride around the yard in an ex-NYC 20th Century Limited beautifully restored car known as the Tonawanda. We were also escorted to a section of the yard where LIRR locomotive #617, a Power Pack, is stored awaiting restoration. 617 was originally a New Haven loco. Many thanks to Stephen Gould, Alan Gruber and Danbury Railway Museum President Jose Alves for providing us with an informative, educational and fun filled day at the Danbury Railway Museum. We hope to visit again in the future!

On July 27th the LIRR will sponsor a trip to Greenport with our assistance. There will be giveaways, raffle prizes, free admission to the Railroad Museum of Long Island and other fun things. During our layover in Greenport, there will be a special plaque dedication commemorating the LIRR's arrival in Greenport on July 27, 1844. Please see the notice in this addition of the Semaphore for additional information. It is going to be an event filled day commemorating the 190th Anniversary of the LIRR AND the 190th Anniversary of the first train to Greenport!

Typically at our June meetings we hold our annual elections. However, this year the elections will be held at our September meeting due to the President[me] and the Secretary[my wife] will be attending a wedding that evening. In addition, our Vice-President, Bob Myers, will also be attending a wedding that evening. [Not the same one as us!]

On May 23rd, my wife and I attended an excellent presentation at the Transit Museum in Brooklyn by Elizabeth Moore who is writing a book about the LIRR. Elizabeth will be writing about the politics in the history of the LIRR among other topics. Approximately 100 people attended the lecture including LIRR President Rob Free as well as other LIRR senior management personnel. Rob was the initial speaker and talked about the past, present and future of the LIRR. When Elizabeth's book is published, I will let you know the particulars.

One of our L I S T Board members recently resigned due to ill health. If you wish to be a board member, please let me know. The requirement is that you must be a L I S T member in good standing and be willing to contribute time and effort to our organization!

Just a reminder. The presenters of our Chapter meetings put in a substantial amount of time and effort in producing a show that we hope you like. PLEASE do not interrupt the presenter and keep comments to yourself. Hold your questions until the end of the show unless the presenter states they are open to questions. Courtesy and etiquette should be maintained during the meeting. We thank you for your cooperation in this matter!

THERE WILL NO VIDEO TAPING OR PHOTOS OF THE MEETING CONTENT WITHOUT THE EXPRESS CONSENT OF THE PRESENTER.

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 do not mail me hard copies of your articles. Please email your articles as we have to retype mailed copies.

IF YOU WISH TO HAVE THE SEMAPHORE EMAILED TO YOU, PLEASE SEND ME YOUR EMAIL ADDRESS AND I WILL EMAIL IT TO YOU MONTHLY.

ALSO, IF YOU MOVE, PLEASE SEND ME YOUR NEW ADDRESS!

LIRR News by Steve Quigley

THEN and NOW

THEN:

The November 1984 edition of "Along the Track" noted the following:

"Railbus operates on LIRR track.

That odd - looking trolley-car-resembling vehicle that you may have seen moving back and forth on the rails between Jamaica and Oyster Bay in mid September[1984] was actually a Railbus. A Railbus is a diesel -operated passenger-rail vehicle that was being demonstrated by BRE-Leyland Bus-both British firms-for the LIRR and other transportation agencies of the Metropolitan area. The Oyster Bay Branch was selected because of its close proximity to Jamaica [and Mid-Manhattan] and because the Railbus could operate back and forth on this branch with too much interference with regular train service. It can seat 40 passengers, reach speeds up to 70 mph and operated in one, two and three car units. It costs approximately \$300,000 compared to the cost of a 120 seat M-3, which is \$1.2 million."

The 1994 edition of "Along the Track" celebrated 160 years of service. 1994 marked 150 years of LIRR service to Greenport. "This edition noted the following:

Prior to extension of rail service to the north fork village, travel to Greenport took two to three days by sloop or stage from the west end. When train service was inaugurated in 1844, this time was reduced to three hours.

Many local residents were displeased by the noise, smoke and fires create by the trains. Preston Raynor, a Manorville resident, chronicled local resistance... The engines began setting woods afire, killing some livestock... Local people became so enraged they began tearing up sections of track, causing several accidents. Local men recognized tearing up the tracks, but watchmen did not report their friends. Then the railroad ran a handcar ahead of each train between Yaphank and Riverhead. Local men let the handcar by, then pulled some spikes, moved a rail and again there was an accident. Several trains derailed until the Railroad met with local residents and agreed to pay for the damage it caused.

The first depot in Greenport burned down in 1870 and was replaced by a wooden building. In March 1892, the LIRR rearranged the entire station area, erecting a large brick depot at the water's edge. In 1877, a one way ticket between L I City and Greenport was \$2.40; three westbound and three eastbound trains operated daily. The Greenport ticket office closed on September 29, 1967. The Railroad Museum of L I opened on May 22, 1993 in the former freight house."

NOW:

The LIRR's entire fleet of new electric train cars has finally arrived this past April. LIRR officials confirmed that the last of the 202 M-9 cars purchased from Kawasaki Rail Car for \$730 million arrived April 3. The relative scarcity of the M-9's among the fleet of 1,000 LIRR train cars has led to some riders dubbing them Unicorns. But many riders lucky enough to ride an M-9 have praised some of its new amenities, including electrical outlets on every row, push-button doors between cars and closed loop armrests that are less likely to snag on clothes which occurred on the M-7's. One common complaint about the M-9's is that the LED interior lighting is too bright for some sleepy morning commuters!

One less obvious feature of the -9 trains is its reliability. Last year the cars averaged an exceptional 402,589 miles between breakdowns according to LIRR President Rob Free. This is better than any other model in the LIRR's fleet of cars. The LIRR has yet to award a contract for additional cars, the M-9A's which are expected to replace the 80 or so M-3's which are still in service on the various LIRR electric branches.

LIRR Escorted 190th Anniversary Tour July 27

Join the Long Island Rail Road in celebrating its 190th anniversary!

Take a scenic ride to Greenport and relax while learning about the history of the LIRR and its impact on Long Island from on-board docents. Once you reach Greenport Station, you will head to the Railroad Museum of Long Island to explore the exhibits commemorating both the 190th anniversary of the LIRR and the 180th anniversary of the first LIRR train to Greenport.

Once you're finished at the Museum, you will board a bus to nearby Moores Woods Park, where you will fully experience the thrill of riding 'The Greenport Express,' an Allen Herschell G-16 park train. After your exhilarating ride on the mini train, the bus will bring you to the Railroad Museum at Riverhead for some additional exploring.

This tour also includes a stroll through Greenport at your leisure, where you can enjoy some boutique shopping and waterfront dining (not included in the cost) before heading back to the city. And, you'll get to take home some exclusive LIRR 190th Anniversary commemorative parting gifts to add to your collection!

The MTA Deal

\$90.00 per adult (\$77.75 per child ages 5-11). This escorted tour package includes discounted round-trip rail, bus transportation, admission to the Railroad Museum at Greenport and Riverhead, a ride on a G-16 park train, 'The Greenport Express,' and an LIRR 190th Anniversary commemorative book in addition to some LIRR 190th anniversary merchandise.

How to Get Your Tickets

Tickets may be purchased at Gray, Green or Blue Ticket Machines and ticket windows at LIRR stations*. Select "MTA Away Deals," then, "Escorted Tours," then the tour.

Multiple tickets/vouchers will print. Be sure to take all items dispensed and board the rear train car. This tour has limited space availability.

* Tickets will be available at ticket vending machines up to the Wednesday before the tour and available at ticket windows until the day of the tour.

Important Information

Please check for track assignments on the TrainTime App, digital signage, or information booth on the day of tour. Remember to board the rear car of the Ronkonkoma train at Jamaica. Tours are subject to cancellation, please check the status of the tour on the web or by calling (718) 217-5477. Also, customers are encouraged to call (718) 558-7419 to confirm their attendance prior to the tour. All train times, prices and dates may be subject to change. This escorted tour involves considerable walking to fully experience the destination.

Get Going

Train Schedule - Saturday, July 27th

Penn Station: departs @ 7:51 AM; returns @ 7:42 PM

Grand Central*: departs @ 7:58 AM; return @ 7:46 PM

Atlantic Terminal*: departs @ 7:41 AM; returns @ 7:44 PM

Woodside*: departs @ 8:02 AM; returns @ 7:38 PM

Jamaica: departs @ 8:21 AM; returns @ 7:20 PM

Greenport: arrives @ 10:51 AM

Riverhead: departs @ 5:29 PM

* transfer to the Ronkonkoma train at Jamaica

THE LONG ISLAND RAIL ROAD MODELER by Mike Boland **ATTENDING THE NE RPM MEET IN SPRINGFIELD, MA IN MAY/JUNE OF THIS YEAR**

I'm going to end this season's LIRR Modeler by writing about attending a great train show on Friday, May 31 and Saturday, June 1, 2024. I'm writing about the New England/Northeast Railroad Prototype Modelers Meet at the Sheraton Springfield Monarch Place Hotel. This very classy venue hosted more than 200 modelers and railfans in partnership with the Amherst Railway Society.

This new venue seemed to work out well and our show festivities all took place on the second floor of the twelve-story hotel in the heart of Springfield.

As always, there were a large number of fine clinics offered, including my Power Point presentation on the LIRR's Push-Pull passenger trains from 1971 to 2000. I gave my show on Friday night at 7:15pm with a very poor turnout of about five people, which was disappointing but I know I'm not in LIRR country, that's for sure!

As always, there are clinics—lots of clinics! Some of the clinics were Mark Osmun: "Going Guilford: Guilford Transportation Industries 1983 - 1988"; Jim Fellows: "Modeling Pullmans used in New England"; Irv Thomae: "Montpelier & Wells River, a Vermont Shortline History"; Ed Olszewski: "Researching a Prototype Railroad"; Mal Houck: "Aquaculture and Railroad Fish Cars"; Ron Poidomani: "Rebuilding a Railroad Empire Part 2"; my good friend and LIRR Engineer/railroad modeler John Terry: "Qualifying and Operating as an Engineer on the LIRR"; Jim Otto: "Jordan Spreaders and 134 Years"; meet host and good guy Dave Owen: "Railroads and Fire Equipment";

Vince Lee: "Piermont and the Northern End of the Erie's Northern Branch"; Ken Freeman: "The ALCo RS-27, Episode 3 of the PRR, PC and Conrail Orphan series"; George Melvin: "Maine Central M of W house cars and AKA section houses"; Ted Culotta: "Scratchbuilding for Pattern-Making"; Tony Koester: "Nickel Plate Update"; Dave Oppedisano: "BNSF Lakeside Division and Bridging Latah Creek"; Neil Schofield: "CP Rail Operations in Vermont - Developing a Realistic Operating Plan"; Ramon Rhodes: "Hotspot: Birmingham, Alabama with Major Class 1 Railroads and Shortlines";

Rick Abramson: "Development of the EMD/GM AeroTrain"; Ted Pamperin: "How we created a model railroad video that documents operations of the C&O in 1943"; Ted Shasta: "Tools and Techniques"; Tim Garner: "Modeling Baltimore's PRR Station in HO" and a number of other clinics. Some I attended, some I didn't.

A number of vendors attended and it was good to see the late John Green's Bethlehem Car Shop being continued by White Rose Hobbies. I purchased a few sets of PULLMAN lettering decals from them. The "White Elephant" tables, as usual, had a lot of great items for sale and I purchase a few pieces of freight rolling stock.

I also made my first brass purchase of an HO LIRR passenger car in about 20 years from—of all people—Bob's Photos. Bob recently bought a huge estate and he has many, many models to sell. I bought a Railworks New York Central - Boston & Albany suburban arch-roof commuter coach. The LIRR bought a few of these and I fondly call these cars "Pings on Steroids" to describe their size in comparison to the railroad's iconic fleet of P54D's. I believe that one of these cars was "modernized" and given safety glass with aluminum window frames while the other cars retained their wooden window frame. I had been after this car for some time so I was delighted to see it at the bottom of a pile of HO brass passenger cars and Bob gave me a great price to purchase it.

I've already disassembled it and have it primed; I can't wait to airbrush it but I'll have to wait since some of my old Scalecoat 1 paints have dried out and I don't have any PRR Brunswick Green or Dark Green Locomotive Enamel to paint the roof; I'll be using the LIRR paint scheme of the early 1960's to paint it. And I can't wait to use the new K4 LIRR passenger car decal sets that I bought a short time ago.

THE LONG ISLAND RAIL ROAD MODELER by Mike Boland

...Continued

I think I'll be going through a couple of hundred bottles of model railroading paints to throw out all the bottles of no-good paint. I'm afraid I have a lot.

One good news item is that Scalecoat Paints will be coming back. They're now located in Miami, Florida and are supposed to be back in business, but not for a while. I can use other paints in the meantime.

I bought a book from Kalmbach Media (soon to disappear from the scene as they've been sold) by Tony Koester. It's called "Guide to Prairie Railroading," a book in the Model Railroader Layout Design and Planning Series. I like the fact that Long Island, for the most part, like the Prairie areas of our great country, is relatively flat and this will come in handy for my layout design. More about this later.

I also bought some buildings. From Bollinger Edgerly Scale Trains (BEST) I bought a set of two (2) Watchman's Houses (item 2025) for some future grade crossing scenes involving manual gates. More about this at a later date.

I'd also like to welcome back to the hobby an old friend, Dave Harrison, who's been away for too long. Welcome back, Dave and good to see you!

So that's all I can write about the 2024 NE RPM. It was quite a success! Congratulations to Dave Owen and his fine staff for a great time. There were well over 200 modelers and railfans in attendance. That's a good turnout.

I hope the NE RPM has found a home for its future shows.

As I wrote this feature for this month, I was made aware of some new PRR HO scale position light signals that have come out. An announcement was made in the PRRTHS's publication the KEYSTONE. The firm is East Coast Circuits and they have several double-headed masts with the appropriate PRR-style position lights. More about this exciting news in the fall. Yes, the LIRR used and still uses a number of the old-style PRR position lights and this is good news for those of us who model the LIRR in any era. I always loved reading the signals when I rode the storm door at the headend of an M1 or M3 train out of Penn Station at midnight or so in the good old days and occasionally I got to do the same on conventional equipment, including the double-deckers. I can still remember the green sheet of canvas that enginemen would put over the door separating them and the vestibule from interested railfans such as myself. Some were friendly, some weren't—even when I told them I was interested in working for the LIRR.

Have a wonderful summer, happy modeling and see you in September!

RAILROADING IN LINDENHURST NY 1867 - 1901

by Ed "Skip" Meinhold, Museum Manager and Historian

Village of Lindenhurst NY would not be on the map today without the coming of the railroad.

Thomas Welwood, an Irish real estate agent and his wife Abby, bought some acreage in the area as early as 1861. After the arrival of the single railroad track of the South Side Railroad, they purchased vast amounts of land from the local farmers. By 1868 they owned so much land that the railroad listed the area as Welwood Station.

The first depot was erected in 1868, reportedly built through the contributions of money and labor of the farmers who lived there and it stood on a lot which was on the southeast corner of what is now Wellwood and South Hoffman Avenues. By 1869, the railroad called the stop "Wellwood" with 2 L's due in part to a typographical error in a printed time table that was never changed and has endured to this day.

When the founders of Breslau along with Charles Schleier, Welwood's partner, erected a more imposing depot several feet north of the first depot by June of 1870. The first depot was moved north and west to a plot donated by Thomas Welwood on what is now School Street and became a much need school by December 1870. When the student population outgrew the re-purposed depot, a new school was built just to the south and the depot was made into a firehouse. It was later turned into a private residence which it still is today and is owned by a Lindenhurst resident.

The third building was built by the Long Island Railroad after an early morning fire in January 1901 destroyed the second depot. The third depot was built quickly and was opened on March 25, 1901. The South Side Signal which was then a local newspaper, reported that this depot "is a pretty little structure with low eves and a cone-shaped pagoda-like roof, altogether superior in appearance to the old building. Lindenhurst will have the prettiest depot building between Massapequa and Oakdale, barring none. Some are bigger from an architectural standpoint of view." After its completion, the residents of Lindenhurst Village planted grass and flowers around the building and the new depot lived up to the papers story.



Danbury Railway Museum Tour Trip on May 18th.

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

# _____	The 190 th Anniversary of the LIRR book NEW	@\$15 each Total _____
# _____	175 th , 185 th and 190 th LIRR Anniversary Books	@\$20 for all Total _____
# _____	The LIRR drawings of Vincent Quatroche	@\$10 each Total _____
# _____	LIRR Port Washington Branch D. Morrison	@\$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 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. Shipping for both Bob Sturm's books is \$10.

Shipping for other extra books, please call or email Steve Quigley for the shipping cost.

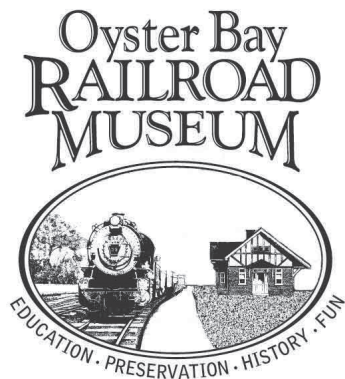
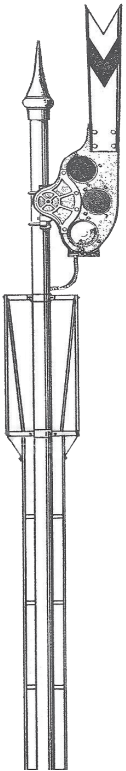
NY State Residents, add 8.625% tax to the total of the merchandise PLUS the shipping.

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

Long Island Sunrise Trail Chapter
National Railway Historical Society
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