



SEMAPHORE



January 2019

The LIST January meeting will be held on **Friday, January 18th** at the **Historic Van Bourgondien House in West Babylon**. This house is located at 600 Albin Avenue in West Babylon. The LIRR West Babylon Team Yard is located approximately 1/4 mile NW from the house also on Albin Avenue. Immediately adjacent to the house are soccer fields with a large parking lot for our use. Parking is also on site at the rear of the house down a long driveway. Albin Avenue is just off Arnold Avenue. Arnold Avenue begins at Route 109 on the north, just south of Sunrise Highway and on the south end it is off Great East Neck Road. The Meeting starts at 8:00pm.

THIS MONTH:

Mr. Philip Eng, President of the Long Island Rail Road will be our guest presenter for the January meeting. Mr. Eng will provide an informative look inside the LIRR of today, and many of its capital improvement projects.

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

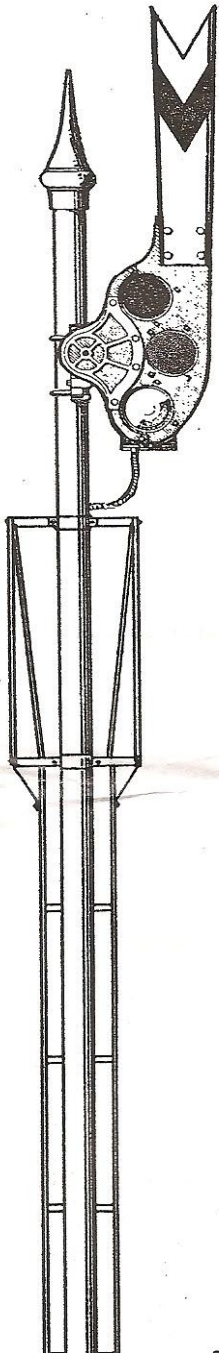
LIST-NRHS.org

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





The following price list is for LIST members only!



# _____ 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 * New Book	@\$18 each Total _____
# _____ 2019 LIRR Calendar	@\$8 each Total _____
# _____ 2018 LIRR Calendar	@\$5 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	@\$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 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*****



List Happenings by Steve Quigley

I am very pleased to announce that Mr. Philip Eng, whom is the President of the LIRR, will be the guest speaker at our January meeting. We are very fortunate to have him as a guest speaker so come early as it will be a very informative and interesting meeting.

The LIST January 2019 meeting will be held at the **Historic Van Bourgondien House** at 600 Albin Avenue in West Babylon. There is plenty of parking immediately adjacent to the house in the soccer field's parking lot next door with a gate in the fence separating the soccer field's parking lot from the house.

As I mentioned at the meeting, if you need a ride from or to the LIRR Babylon train station, please call or email me and we will make arrangements. The LIRR's Babylon station is approximately 1.5 miles from the site. This building has a kitchen as well as 2 bathrooms for our accommodation.

I thank everyone who sent in their annual dues in a timely manner. However, it appears I made a mistake in sending the dues renewal notice in the November and December editions of the Semaphore. If you have any questions regarding your dues, please call or email Alan Mark or myself. Thank you for your cooperation.

We have mailed out many copies of our 2019 LIRR calendar and books. If you have NOT received your items, please let me know and I will send you a duplicate copy.

The LIRR's 185th Anniversary is April 24th 2019. Among other items, we plan on publishing a book similar to the one we published for the 175th Anniversary. If you would like to write an article for this book, please let me know your idea as soon as possible. We already have 2 articles but are in need of a few more.

On Sunday February 3rd at 2PM, Dave Morrison is giving a presentation on the "History of the Oyster Bay Branch of the LIRR." The presentation will be held at the Community Church of East Williston. Dave was the Branch Line manager of the Oyster Bay Branch so his knowledge of this branch is quite extensive.

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.

The Winter Model Train Show & Exhibition will be held Sunday January 13th 2019 at the Freeport LI Recreation Center. Our Chapter will have tables at this show and we can always use help staffing the tables. If you can spare an hour or 2 or more, please let me know as we will appreciate your assistance. The hours are from 10 AM to 4 PM.

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.

THE LIRR MODELER by Mike Boland***This Month's Feature:******CHICAGOLAND RPM 25 PART TWO***

I cannot conclude this feature without speaking about the absolutely fabulous models that were on display at the recent Chicagoland 25 RPM Meet held in October.

I was hoping to bring one or two of my Long Island Rail Road model passenger cars but

my two projects, heavyweight parlor car ONEIDA CLUB and a converted Pullman turned passenger car in the 7501 through 7505 series were not done so I had to leave them behind. Next year for sure they'll be on the display table.

Let me write about the great models that I saw. There were a couple of modular layouts that were nothing short of sensational but I want to talk about the models. First, I have to speak about the great diorama that was on display. It saluted the 1947 Morning and Afternoon Zephyrs that ran between Minneapolis and Chicago, a sprint of 437 miles that happened twice daily. It was a run that took six hours and fifteen minutes with the trains running between 80 and 90 miles per hour. Somewhere between East Dubuque, IL and Prairie du Chien, WI, the trains passed each other and this occurred with the Mississippi River on one side and picturesque limestone bluffs on the other side of the trains. Due to the size of the diorama, only a few cars were used to create these trains but the result was spectacular and really recreated the good ol' days. The Twin City Zephyrs (TCZ) ceased operation with the introduction of Amtrak in 1971. This was something to see! Way to go.

As for individual models, here I go: Craig Wilson had an eye-popping harvester load on an HO scale Proto2000 flat car; Jeremy Dummmler had a number of really good models; Ken Soroos displayed some fine models and an in-progress DSS&A flat car; Clark Propst had a M&StL kitbash in progress; Bill Dewar modified an Ulrich gondola to model a CN prototype; a N-scale model flatcar with load was here by Keith Kohlmann; Bob Hammer converted a Red Caboose model to make an attractive DM&IR gondola; Bob Chapman displayed his fine Sunshine Models G29B gondola from a Sunshine kit; prolific Q modeler Ed Rethwisch had a number of models on hand including a Sunshine stock car; Tom Bacarella had his NP PS-1 combination door box car; Aaron Fogg displayed his stable of EJ&E horsepower very impressively, John Riddel and an Intermountain AAR hopper for the NP; Steve Cirka showed his Erie flat with scratchbuilt cable reels; Robert Massey showed his scratchbuilt RI covered hopper built from an Athearn car; Dick Scott had an O scale CGW 40-foot boxcar that was beautiful; Vince Kotnik had a stunning N scale model of the C&NW Sheboygan, Wisconsin depot; Frank Hicks modeled an MDT M4 reefer from a Yuma Car & Foundry shell and decals along with a UTLX Type X tank car. Motive power included a MoPac GP38-2 modeled by George A. Bogatink; Tom Beldner had his steam locomotives; Mike Schleigh had some nice gons and boxcars; George Toman had a fine ATSF Bx-26 boxcar from Speedwitch and some other cool boxcars as well; Don DeLay had some SP rolling stock including a caboose, tank car, woodchip car, some hoppers, a Cotton Belt double-door 50-foot boxcar and a PFE steel reefer. Two Alaska Geep chopnose diesels were displayed in memory of Steward Sterling (1964-2018). The list of great models goes on and on.

For some great modeling, call up the RPM website to see this great cars and locos. Until next time, Happy New Year and happy modeling from The LIRR Modeler.

Long Island Rail Road News By Steve Quigley

The LIRR has restored the "South Fork Commuter Connection" which is additional shuttle trains that will operate between Speonk and Montauk. This service is expected to resume on March 4, 2019 when there are other timetable changes. On the South Fork, a third and fourth Greenport round trips were added for this past summer and fall.

Last fall, the LIRR completed the Speonk to Montauk Signalization project which resulted in the South Fork having a cab signal system and interlocked switches at Hampton Bays and Southampton.

Congratulations to Ray Kenny whom was just appointed to N J Transit's head of rail operations. Mr. Kenny began his career on the LIRR as a ticket clerk in 1970 and worked his way up to become its acting president a few years ago. N J Transit Executive Director Kevin Corbett stated "Ray has a long and accomplished railroad career and we look forward to tapping his wealth of industry knowledge as we continue to transform N J Transit into a national leader." Mr. Kenny is a Long Island resident and we all wish him the best in his appointment to N J Transit's head of rail operations. [Having met Mr. Kenny several times and knowing his accomplishments, Ray is the person who will transform N J Transit into a 1st class commuter operation. S Q]

The LIRR has agreed to provide 2 trains for the NY Islanders hockey games at the still to be constructed Belmont Park arena in Elmont. At the present time, train service to Belmont exists only on days when horse racing takes place at Belmont Park. Most likely, Islander fans coming from the east will have to travel to Jamaica station and then take a train to Belmont Park which is what happens on race days at Belmont. Several years ago, approximately \$5 million was spent on improvements at Belmont station to accommodate race fans especially when the Belmont States take place. When a potential Triple Crown winner could occur, the LIRR has transported as many as 40,000 of the 100,000 fans in attendance.

The new LIRR M-9's are on Long Island for testing. They look very similar to the M-7's with the exception of the paint scheme. Since they are slowly arriving on the property, it appears the M-3's will be around for an extended period of time. Some of the M-3's are having PTC installed so that they will continue to run on the property for the foreseeable future.

Rumor has it that the LIRR's C-1's which preceded the current C-3 bi-level passenger cars may be coming back to Long Island. A couple of years ago, I spotted several of them sitting on a siding in Litchfield County Connecticut and they appeared to be in basically good shape. There currently exists a shortage of cars in non-electric territory which resulted in the leasing of MARC cars last summer. However, since it appears that these cars may not be available for lease this summer, additional equipment is needed especially for East End Summer service. The ten C-1's were built between 1990 and 1991 and were numbered 3001 to 3010. They were powered by the FL-9's at that time. These cars were sold to Iowa Pacific Holdings for various tourist operations. The seating is 3-2 which as we all know is not as comfortable as the current 2 -2 seating on the current fleet of C-3's.

April 24th 2019, is the 185th anniversary of the LIRR. The Management of the LIRR wishes to celebrate this important milestone. The LIRR is the oldest railroad in the U S still operating under its original name and Charter.



Long Island Rail Road

Brooklyn Rapid Transit Street Car R.P.O. Service by Ken Katta

One of the interesting aspects of being involved with several hobbies is when two of the them are related. This is demonstrated by the study of railroad history and postal history collecting. In this case it involves the study of the mail service of the Brooklyn Rapid Transit system with collecting the postal history of that system.

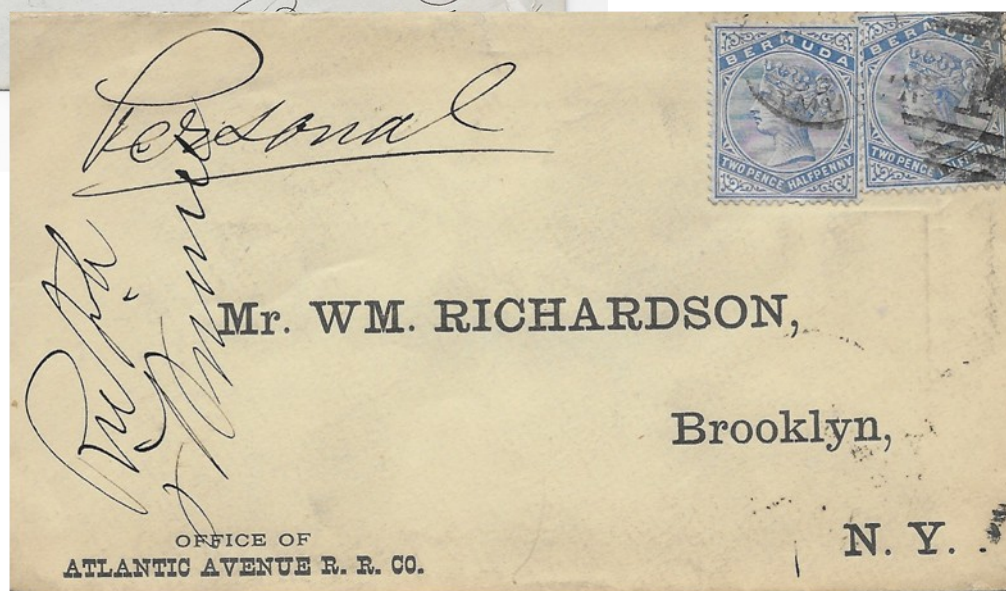
The Railway Post Office or RPO was a means to affect a more rapid exchange of mail between the General Post Office and the branch stations. Initial-terminal mail delivered to the RPO at the beginning point of the line was sorted and postmarked enroute by the RPO. Processed mail was bagged and off-loaded at the appropriate stations along the line or passed on at the end of the run for forwarding. Between-terminals mail was picked up at stations after the train began its run. This mail was sorted, postmarked, and if appropriate, off-loaded while the train was enroute.

In the late 19th century New York City had two street-car railway post office systems, one in Brooklyn and one in Manhattan. The Brooklyn RPO system was established while Brooklyn was still an independent city. Brooklyn was the second city to establish street car RPOs. It had five routes on the **Brooklyn City Railway** and the **Atlantic Avenue Railway**. Brooklyn was incorporated into New York City on January 1, 1898.



Cover addressed to William Richardson, President of the Atlantic Avenue RR. from the Brooklyn City RR offices on Montague St in Brooklyn 1893.

Another cover addressed to William Richardson, President of the Atlantic Ave RR, a streetcar line in downtown Brooklyn postmarked in Bermuda in 1889 and delivered to Brooklyn Apr 15, 1889.



Brooklyn Rapid Transit Street Car R.P.O. Service by Ken Katta

The Brooklyn system operated from 1894 to 1914 which was operated on lines of the **Brooklyn Rapid Transit**. The various lines or mail routes were: the Brooklyn & Coney Island RPO, The Brooklyn & Fulton RPO, the Brooklyn & Long Island City RPO, the Brooklyn & Queens RPO, the Brooklyn Circuit RPO, the Brooklyn & South Shore RPO, the Second Brooklyn & Coney Island RPO and the Brooklyn & Fort Hamilton RPO. Each of these RPOs will be described.

The Brooklyn & Coney Island RPO:

Brooklyn was second only to St. Louis in initiating a streetcar RPO mail service. In 1893, Postmaster Sullivan in Brooklyn commenced planning for a trolley car mail system for Brooklyn. On June 12, 1894, Postmaster Sullivan concluded a contract with the **Atlantic Avenue RR Co.** to transport the U.S. mail in a special white mail car from the main post office at Johnson and Adams Streets to the Union Depot at 5th Avenue and 36th Street. The mail was then to be transferred to another mail car on the West End Division (**Brooklyn, Bath & West End RR Co.**) for distribution along the line to Coney Island. This service commenced on June 25, 1894. This was described as Route 107076 which was 10.21 miles long, with 6 trips per week.

Although the **Atlantic Avenue RR Co.** held the lease on the **BB&WE RR** from the Union Depot to Coney Island through mail service was prevented by legal difficulties. After these were resolved, mail cars went through from the Brooklyn GPO in downtown Brooklyn to Coney Island.

On Dec 20, 1894, Postmaster Sullivan closed an agreement with the **Brooklyn City RR Co.** to provide electric mail car service between the Brooklyn GPO and Flatbush and Flatlands. This began on Jan 7, 1895 as a closed pouch service. Closed-pouch mail was sorted and postmarked at a post office and shipped as freight. It was not processed by the RPO. This was route 107143 and was 6.64 miles with 6 trips per week.

A second closed pouch service began on May 1, 1895 from the Brooklyn GPO to Ft. Hamilton. It was route 107172 under contract with the **Brooklyn Heights RR Co.** This route was 7.66 miles long with 6 trips per week. Both of these closed pouch services were still in service in 1903.

The mail cars were white, gold trimmings and lettering. The cars were 24 feet 8 inches inside length and 33 feet overall, with platforms 4 feet wide at each end. The height is 8 feet. The cars are divided in the middle by a full wall with the one half assigned to the mails while the other half is for about 20 women passengers only. The mail half of the car has a side entrance instead of at the end as is the passenger half of the car. The cars were built by the J.G. Brill Co. of Philadelphia.



Brooklyn City Railroad RPO trolley car #5 from the Fulton St. line

Brooklyn Rapid Transit Street Car R.P.O. Service by Ken Katta

Brooklyn & Fulton St. RPO:

The Brooklyn & Fulton St. RPO ran along Fulton St. to East New York. The line was 5.14 miles long. Ten trips were made each day (about 42 minutes). This RPO was discontinued on March 2, 1896 when it was combined with the Brooklyn and Queens RPO to form the Brooklyn Circuit RPO.

Brooklyn & L.I.C. RPO:

The Brooklyn & L.I.C. RPO ran from the General Post Office (GPO) to the L.I.R.R. depot at Hunter's Point in Long Island City, Queens about 5.19 miles. It was running 10 trips a day on Nov. 20, 1896. This RPO ended on Feb. 20, 1899 to become a closed pouch service. Both the Brooklyn & Fulton St. and Brooklyn & L.I.C. RPOs were designated as Route 307014 in contract with the **Brooklyn Heights RR Co.**

Brooklyn South Shore RR -
March 28, 1903, Track 7
mailed from England.



The Brooklyn & Queens County RPO:

This RPO was carried by the Brooklyn, Queens County, and Suburban RPO on Route 307015 at Brooklyn, from Broadway and Kent Avenues to Atlantic and Alabama Avenues for 4.5 miles and return. There were 9 thirty-five minute trips daily. This RPO ran less than one month and ended on March 2, 1896 when it combined with the Brooklyn & Fulton St. RPO to form the Brooklyn Circuit RPO.

The Brooklyn, N.Y. Circuit RPO:

The Brooklyn Circuit RPO began on March 13, 1896 through a consolidation of the Brooklyn & Fulton St and Brooklyn & Queens RPOs. This was a combination of post office routes 307014 and 307015 under contract with both the **Brooklyn Heights RR Co.** along Fulton St. and the **Brooklyn, Queens County, and Suburban RR Co.** along Broadway. On Nov. 20, 1896, it was running 30 trips a day. In 1899 the contract was entirely with the **Brooklyn Heights RR Co.** At that point it was running on average 35 trips a day, 7 on Sundays and 12 on holidays. By 1896, the route was 12.04 miles. The RPO was discontinued on Aug 31, 1914.

Brooklyn Rapid Transit Street Car R.P.O. Service will be continued in the February issue!

UPCOMING EVENTS

David D. Morrison

“History of the Oyster Bay Branch of the LIRR” Sunday, February 3, 2019: 2 PM in East Williston

The Long Island Rail Road was chartered in 1884 and is the oldest railroad still operating under its original name in the country. It has played a vital role in the history of Long Island during the past 185 years. The Oyster Bay Branch, built between 1865 and 1889, extends just over fourteen miles from Mineola and has five of the LIRR's thirteen station buildings from the 1880s, including the only Victorian-style station. The Oyster Bay Branch is one of the most historically significant and picturesque branches of the railroad. The presentation includes an update on the restoration of the terminal station, turntable, and steam locomotive No. 35 in Oyster Bay. David Morrison, is a retired Branch Line Manager for the LIRR who has written seven books on the LIRR. Copies of his photo-history of the Oyster Bay Branch and his newest book on the LIRR's Main Line east from Hicksville to Greenport will be available for purchase and signing. Snow date (if needed) is Sun. Feb. 10.

Guests are welcome to attend; invite your friends. Light refreshments follow the program.

Directions: The meeting is in the parish hall of the Community Church of East Williston, which is located at 45 East Williston Ave., adjacent to the NW corner of Roslyn Rd. and East Williston Ave./ Hillside Ave./Rt. 25B in East Williston. Enter the church parking lot from Roslyn Rd. or Ward St. (one block north of Rt. 25B), or you can park on Ward St.

Westbury Scout Model Train Show

Saturday, March 2, 2019, 10 AM - 3:30 PM

United Methodist Church, 265 Asbury Avenue

Westbury, New York

Bethpage High School Model Train Show

Saturday, March 23, 2019, 10 AM - 3:30 PM

Bethpage High School, 10 Cherry Avenue

Bethpage, New York

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

Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
Babylon, New York 11702-0507

Happy
2019!

