



SEMAPHORE



May 2019

The LIST meeting will be held on **Friday, May 17th, 8pm** 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.

THIS MONTH:

Paul Gawkowski will present a show on the following:

A ride on the Southwest Chief to Albuquerque; Then on to Santa Fe on the New Mexico Railrunner, The Tucson Streetcar; the Valley Metro Light Rail System in Phoenix; Amtrak's Crescent from Penn Station to New Orleans; The St. Charles and restored Canal Street streetcar lines in the Crescent City; Visits to the Los Angeles LRT Santa Monica extension of the Expo Line and the extension from Sierra Madre to Azusa on the Gold Line.

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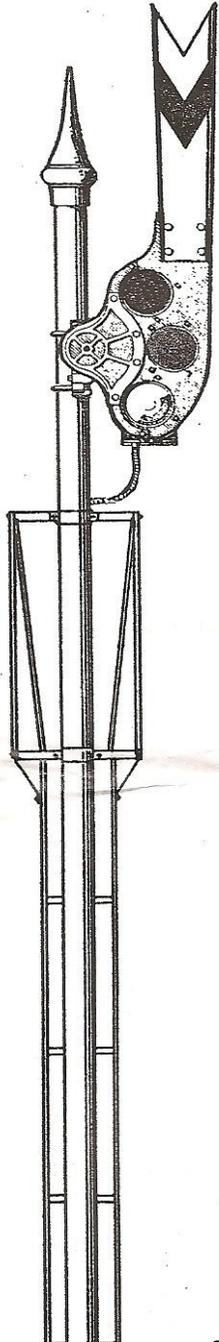
**For regular updates and other important information,
visit: www.LIST-NRHS.org**

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!



# _____	The 185 th Anniversary of the LIRR NEW	@\$12 each Total _____
# _____	LIRR Main Line East by D. Morrison	@\$18 each Total _____
# _____	LIRR Trackside with Matt Herson by M. Boland	@48 each Total _____
# _____	LIRR Oyster Bay Branch	@18 each Total _____
# _____	2019 LIRR Calendar	@\$5 each Total _____
# _____	2018 LIRR Calendar	@\$2 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	@\$25 each Total _____
# _____	Steel Road Nostalgia, Vol.2 the Northeast	@\$25 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 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 \$9.23*****



List Happenings by Steve Quigley

If you are a collector of LIRR timetables, you should have noticed that the LIRR is no longer publishing station specific timetables. These small timetables with advertising on them were discontinued several months ago and will no longer be printed. The only available ones are the full branch line timetables that list every station along a particular branch line. One item of note is that the train numbers are listed at the bottom of the row. For example, the train that I took every day from Babylon to Mineola is noted as Train 2703 which originates from Montauk at 5:39 AM and arrives in Hunterspoint Avenue at 8:36. This train is unofficially known as the "Chaminade" train as many students of this high school take this train to school.

It is estimated that more than half of LIRR riders use the LIRR app or website to access train times and like Amtrak, printed timetables may soon be a thing of the past.

Our Chapters new book, titled "The 185th Anniversary of the Long Island Rail Road" is available and selling well. The book is 72 pages and consists of 8 articles concerning the people, places and things of the LIRR. The articles are different from but will complement our Chapters 175th Anniversary book that we published 10 years ago. Our members' price is \$12.00 plus \$3.50 shipping. [New York members pay sales tax of \$1.34; the total is \$16.84 for people living in N Y State] I believe you have never seen the topics of the articles in print before so I know you will enjoy the information presented.

The May 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.

At our April meeting, we had 3 people whom were the topics of Dave Morrison's article on the Mini-Maids. Dave's showed other pictures of the LIRR Mini-Maid program and Sheila Marinazzo Sarris whom was one of the Mini-Maids, signed autographs and answered questions. Black and white pictures of Sheila when she was a Mini-Maid were printed and signed by her so if you want an autographed picture, we will send you one with a purchase of the 185th book for an additional \$2.

Thank you Dave for arranging to have our guests attend!

I made a special purchase of the two books that were written by Gene Collura. The books are Volumes 1 and 2 of "Steel Road Nostalgia." These are books of black and white photos of railroads around the Northeast and of course include shots of the LIRR. If you are familiar with Gene's photos, you are acquainted with his excellent photography. The price of these copies is now \$25 which is reduced from the original price of \$32. There are only a few copies remaining that are available at this reduced price.

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.

For the time being, I am sending a paper copy of the Semaphore as well as an electronic version if you have requested an electronic version. I will be doing it in this manner until the end of this season which is June. So for now, you will see the paper copy a few days after you receive the emailed version.

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

Last summer, the LIRR offered a special Summer Saturday's program whereby monthly ticket holders could travel anywhere the LIRR goes for no additional charge. Monthly ticket holders could also bring along up to 4 additional guests for only \$1 each. Last autumn after Labor Day, the offer was extended to Sundays as well as Saturday.

LIRR President Phillip Eng announced at this past Monday's MTA board meeting that the Summer Saturday's program will again be offered again this year. This is an easy and cost effective way for the LIRR to encourage ridership growth at times when the railroad operates at below capacity yet still offers substantial service. It also provides added value for monthly ticketholders in that they can travel anywhere on the system for no additional charge and bring along fellow riders at minimal cost.

I recently utilized a new LIRR entrance to Penn station. It is located at the right hand side of the Main Post Office which is located on 8th Avenue across from the rear entrance to Penn Station. It is well marked and brightly lit with screens showing trains and departure times. Utilizing this entrance enables LIRR riders to not have to cross 8th Avenue if they are coming from the West Side of Manhattan.

Speaking of the West Side of Manhattan, if you wish to view the LIRR's West Side Yard, do it soon before it becomes completely covered over. A substantial portion of the yard is already covered with Hi-Rise office and residential buildings. In addition, a sculpture which is made up of many flights of stairs was erected and it is temporarily called the Vessel. All of this construction has brought thousands of visitors to this area that was mostly empty of people as recently as 10 years ago. The High Line which begins at 34th street and ends at Gansevoort Street along with the Jacob Javits Convention Center started the gentrification of this area and now this neighborhood has become the new IN place to live in Manhattan, albeit at a high price!

When the West Side Yard was being designed, additional space was created between certain tracks as it was believed at that time that construction over the yard would take place in the future. LIST Chapter member Robert Sturm related this information to me as he was involved in the engineering design of the West Side Yard.

Along with the construction progress of the 3rd track along the main Line between Floral Park and Hicksville, the LIRR has begun construction of a major renovation of the Merillon Avenue Station in Garden City. [Quiz for you-How many station does the LIRR have in Garden City? You would be surprised at the amount!] The upgrades to the station include extending the platform to accommodate 12 car trains as it presently holds 10 car trains. The renovations include adding two elevators, canopies, digital displays, improved lighting, benches, free Wi-Fi and USB charging stations. The expected completion date is by late spring 2020.



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 LIRR MODELER by Mike Boland

This Month's Feature: Part 3

**KITBASHING A PAIR OF N22 CABIN CARS (CABOOSES)
FROM ATHEARN'S WIDE-VISION BLUE-BOX CABOOSE KITS**



Photo: Trainsarefun.com

Before I continue my series on the LIRR steel cabin cars—class N22—I need to correct myself on this series. Eagle-eyed career railroader, modeler and good friend Doug Nash pointed out my error a short time ago but I did not get the chance to correct this information until now...so here I go.

I mentioned and wrote that there was a bay window caboose class N22B numbered C-71. This was wrong; there was no bay window caboose with this number. The last caboose in this series was C-70 and there were nine cabooses in this class, class N22B. Doug also stated that he had heard that these cabooses were originally built for the Rock Island Railroad and then landed up on the LIRR so I thought I would pass this information along since I was not aware of it. Wow!

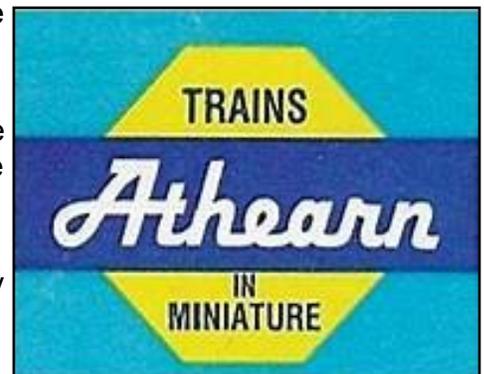
The railroad did have a C-71 but it was one of the cabooses bought from the old New York, Ontario and Western after that railroad ended operations and went out of business. This was a group of five wooden cabooses that were numbered C-70 through C-74. With the arrival of the N22B bay window cabooses, the last bay window caboose was numbered C-70. This meant that wooden caboose C-70 had to be renumbered to C-75 when bay window C-70 came onto the property.

So now I have set the record straight and corrected things. Thank you, Doug, for pointing out my error. Let me continue, then, with my series.

I wanted to mention Funaro & Camerlengo here because Steve Funaro has always been good to LIRR modelers in HO scale. They have produced a good number of inexpensive models in HO scale using resin-molded parts and have offered Long Island Rail Road MU double-deckers, "Zip" cars, P72's, "pings" (P54D's), arch-roof coaches as well as PRR GR/GRA gondolas. There were also several caboose kits produced. The ex-NYO&W wooden caboose, N52/52A wooden caboose, N22A kit and later a one-piece body construction version, and the N22B bay window caboose kit were all offered through the years.

Their kits have improved with time and N22A one-piece kits were offered by F&C and sold at Willis Hobbies. I hope to cover these cabooses in the very near future.

There will be more about LIRR cabooses next time. Happy modeling!



Railroad Museum Information

Long Island's Railroad Museums are set to open this Spring. Please be sure to get out and show your support. Whether RMLI, OBRM, The Wantagh Preservation Society or Lindenhurst Historical Society, all are in need of your time, your visitation and most of all, your financial support. Each eagerly welcomes volunteers on all levels, whether skilled or novice. Check out their websites and Facebook pages for more information on when they open for the season and how you can help!

Riverhead is open Saturdays and Sundays from 10 AM - 4PM
Griffing Avenue at the Tracks • Riverhead, NY 11901 • **631-727-7920**

Greenport is open Saturdays and Sundays from 11 AM - 4PM
4th Street at the Tracks • Greenport, NY 11944 • **631-477-0439**

Admission is \$7.00 for adults (13+)
\$4.00 for children 5-12 years old
Children under 5 are FREE

The admission charge includes a ride on our World's Fair]
miniature train and a guided tour of the Riverhead and
Greenport sites On the web at www.rmli.org

Admission tickets are good for both the Riverhead and
Greenport sites during the same year stamped on your
ticket when purchased.



The Oyster Bay Visitor Center, Station & Yard are open seasonally on Saturdays and Sundays from 10 A.M. to 4 P.M.

The Visitor Center is located at 102 Audrey Avenue, Oyster Bay, NY 11771.

Please call **516-558-7036** for more information on Museum hours.

Admission is \$5.00 for adults (13-61)

Seniors \$4.00 (62+)

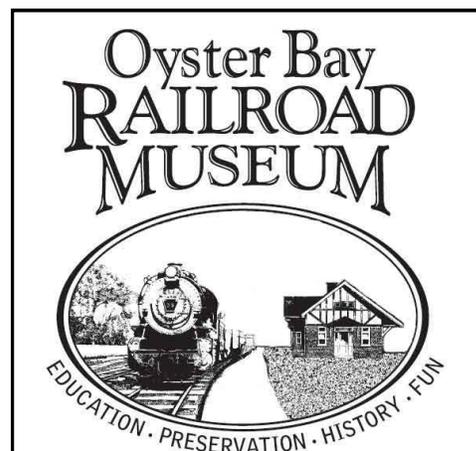
Children under 5 are FREE

Admission tickets are good for all three facilities.

OBRM on the web: www.obrm.org

OBRM on Facebook: **Oyster Bay Railroad Museum**

Locomotive #35 On Facebook: **LIRR Steam Locomotive 35**



Where are the Surviving P-54's? by Brian W. Sheron

Many of the members of the L.I.S.T. are probably aware of the ex-Long Island Rail Road P-54 passenger cars that are located in Walkersville, Maryland at the Walkersville Southern Railroad (WSRR). Two of them have been completely restored to the point that they are in regular service every weekend during the Spring, Summer, and Fall, when the WSRR has their weekend excursions. The WSRR currently has 5 of the remaining 11 P-54 cars.

Each car is privately owned or owned by the WSRR and has been or is being restored by WSRR or the owner, who is a member of the WSRR. In return for storing their car at the WSRR, the owner allows the railroad to use it for their weekend excursions.

As a modeler of the Long Island Rail Road in HO scale (who, although born and raised on Long Island, wound up in Poolesville, Maryland), I frequently attend National Model Railroad Association (NMRA) Regional conventions. During a recent NMRA Regional Convention in 2017 in Harrisburg, PA., I was talking with David Collison, a member of the Susquehanna Division of the NMRA's Mid-Eastern Region. Dave told me he recently purchased a P-54 passenger car (#7099), had it transported from Ohio to Walkersville, and was starting the restoration process.

David was looking for information about the cars, particularly what the interiors looked like. I loaned Dave a number of books from my LIRR library collection so he could gather whatever information he could about the car. I also put him in touch with the folks in Long Island associated with #7433.

I found out that David had done a lot of research on the surviving P-54 passenger cars. Below is the information David had on the eleven surviving P-54 cars which I wanted to share in this article.

- 7002 Arcade & Attca**
- 7045 Walkersville Southern**
- 7091 Walkersville Southern**
- 7099 Walkersville Southern**
- 7102 Zanesville & Western Scenic Railroad**
- 7128 Walkersville Southern**
- 7133 Buffalo, Cattaraugus & Jamestown Scenic Railway**
- 7136 Buffalo, Cattaraugus & Jamestown Scenic Railway**
- 7109 Coudersport Lions Club**
- 7433 Oyster Bay Railroad Museum**
- 7436 Walkersville Southern**



Where are the Surviving P-54's? by Brian W. Sheron

Number 7045 was sold to the Steamtown Foundation, Bellows Falls, VT, on 12/21/1974. It was resold to the West Virginia Northern Railroad, in Kingwood, WV., and then resold again to Walkersville Southern Railroad, Walkersville, MD and renumbered 14. The car wasn't actually sold to the WS, but rather it was donated to the non-profit Chesapeake Railway Association for a tax write-off by the owner, and the CRA moved it to the WS for restoration and operation. It has since been renumbered to 7045.

Number 7091 was also sold to the Steamtown Foundation, Bellows Falls, VT, on 12/21/1974. It was then resold to the Gettysburg Scenic RR, in Gettysburg, PA and renumbered 709. It was then resold again to the Walkersville Southern Railroad, Walkersville, MD, in February of 2004 and renumbered back to 7091. This one was actually purchased by WS volunteer Paul Kovalcik.



Number 7128 was also sold to the Steamtown Foundation, Bellows Falls, VT, on 12/21/1974. It too was then resold to the Gettysburg Scenic RR, Gettysburg, PA and renumbered 709. It was then resold to the Walkersville Southern Railroad, Walkersville, MD, in February of 2004 and renumbered back to 7128. This one continues in service on the WS as WS-operated (privately owned) equipment. Figure 1 shows number 7128 on a siding in Walkersville.

Number 7436 was also sold to Steamtown Foundation, Bellows Falls, VT, 12/21/1974. It was then resold to the West Virginia Northern Railroad, in Kingwood, WV. It was then resold again to the Walkersville Southern Railroad, Walkersville, MD. Rather than being purchased by the WS, the car was bought with personal funds by the WSRR president, Ronnie Baird, and restored as a dining car. The number is not displayed anywhere, and on the sides it reads SOUTHAMPTON.

Where are the Surviving P-54's? by Brian W. Sheron

Long Island Railroad 7099, class P-54D was built in 1927 by the American Car & Foundry. It was equipped with steam heating, fans for cooling and a 2-2 seating arrangement. In July of 1956 it was upgraded to a 3-2 seating arrangement and other modernizations. On 12/21/1974 it was sold to the Steamtown Foundation in Bellows Falls, VT. In 1976 it was rebuilt into a diner and named "The Cephas Kent Inn" for use on the Vermont Bicentennial Steam Expedition and was repainted into a purple & tan paint scheme. By 1983 had been renamed the "Williams River Inn" and converted into a café/snack shop car. This is where it acquired the SF lettering above the 7099 markings. It was painted Tuscan Red with Yellow Pinstriping. In 1987 it was sold to the Knox & Kane RR in Marienville PA. and painted brown & orange. The Knox & Kane RR also converted half of the snack bar into a gift shop. On 10/11/2008 it was sold at auction to an unknown scrapper. It was then almost immediately resold to Delta Railroad Construction. In April, 2009 it was moved to the Ashtabula, Carson & Jefferson RR in northeastern Ohio for storage on Norfolk Southern tracks. It was converted to roller bearings for this move. On March 19, 2017 it was sold to David Collison by Delta Railroad Construction, and on 3/20/2017 it was loaded onto a truck and transported to the Walkersville Southern. On 3/22/2017 it was unloaded at Walkersville Southern, and is currently being restored by David. Figure 2 shows a picture of number 7099 when the restoration was just started. Figure 3 shows David inside number 7099 as it undergoes restoration.

If you are in the Washington, DC area and have some time, I encourage you to stop in and visit the WSRR. It is located just a few miles north of Frederick, Maryland. Even if the WSRR is not open, the cars can be easily seen from the road. Also, if you are in the DC area and would like to visit my HO scale LIRR, please feel free to contact me at BWSheron@mac.com.

EDITOR'S NOTE:

P-54D #7433 is actively being restored at the Oyster Bay Railroad Museum. The car was purchased by the museum after the closure of the Knox and Kane Railroad in Pennsylvania. It was found to have significant corrosion under the floor, as well as along the corners of the car. The museum decided to perform a complete cosmetic restoration of the car, and secured a grant to begin the process.



To date, the entire floor has been removed, new floor supports have been welded in and patches of rotted steel have been replaced. Additionally, all the windows have been removed and restored, and materials for the new floor and wall

repairs have been purchased and delivered. While much work remains to be done, the volunteers at the Oyster Bay Railroad Museum are dedicated and confident that the car will be fully restored to its original grandeur!



Long Island Sunrise Trail Chapter
National Railway Historical Society
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Butch Plaque "Rediscovered"...by David Morrison

In the LI Sunrise Trail Chapter's 175th Anniversary LIRR Journal, there is an article that I wrote, "*Raildogs of the Long Island Rail Road.*"

Regarding Glen Cove's "Butch" who roamed Glen Cove and rode LIRR trains between 1939 and 1948, it was mentioned that the original 20 pound honoring Butch "has once again, disappeared."

While at the North Shore Historical Museum recently, what did I see?



The original plaque is nicely displayed on the 2nd floor of the museum.

So nice to see this piece of LIRR history resurface!

