

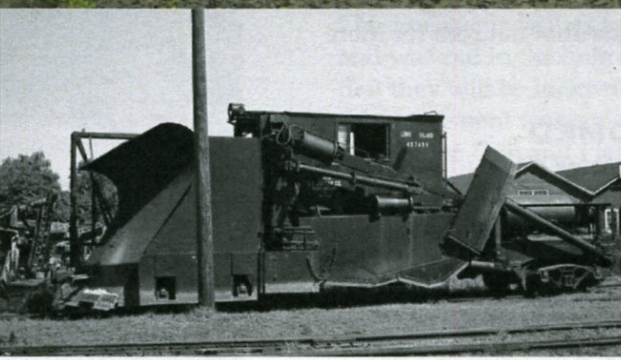
# THE RAILWAY POST OFFICE

THE OFFICIAL PUBLICATION OF THE TWIN FORKS CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

JUNE 2010



## *The Spreader Issue*





# PRESIDENT'S REPORT

RICH GORDDARD



Rich & Spreader

**W**elcome to the "Spreader Edition" of the RPO.

As you may know, we have begun the arduous task of restoring the Chapters Jordan Spreader W-93. It seems incredible that the Chapter was donated the Spreader about 10 years ago. The many years of outdoor exposure to the harsh Long Island elements have cause her to look worn and faded. It is now time the Chapter turn its attention to W-93.

Mostly one man at the LIRR, car inspector Bob Schwancker, last rehabbed the Spreader in 1997. Without his perseverance and fortitude, the spreader would have wound up in a scrap yard. Its been 13 years since Bob finished that rehab of W-93 and now its time the Chapter perform much needed maintenance to assure that the Jordan Spreader is around for many more years to come.

## WORK SESSIONS

**C**hapter work sessions have begun on the restoration of the Spreader. The work is hard and it will take time. However, our work sessions are starting to pick up momentum. We assessed the goals and the needs to get the job done. This lead to the purchase of more tools and equipment that we need to work on the equipment.

I want to thank both **Art Christian and John Thompson**, both of whom bought supplies out of their own pockets. Thanks also go to the following members who have joined the Chapter at the work sessions. Thanks go to **Art Christian, John Thompson, Frank Mastandrea, Paul Strubeck, Mike Arnold, Alan Baer and Rich Gorddard**.

Work session take place every Saturday from 10 - 5, at the Riverhead rail yard. If you would like to join us contact the Chapter at [twinforksnrhs@aol.com](mailto:twinforksnrhs@aol.com) for more information.

## DONATIONS WELCOMED

**I**f you are to busy to actually come down in person, you can also help the Chapter with a donation of supplies or you may wish to send a donation by check. No amount is too large or small. Donations up to \$50 dollars will place you in the Silver Spreader Club. Donate over \$50 dollars and you will be in the Golden Spreader Club. As We have done with Caboose C-60, your donations will be recognized with plaques that we will place inside the spreader's cab. Also, we will

recognize your donations in upcoming editions of this newsletter. Your donations will buy paint, primer, rollers, brushes, grinders, and wire wheels. The list goes on.

We want the spreader to look as good as our C-60 caboose, currently on loan to the NYCTM.

I wish to thank you in advance to any donation you may make to advance the preservation of the Chapter equipment.

## RIVERHEAD STATION ANNIVERSARY

**J**une marks the 100<sup>th</sup> anniversary of the Riverhead Railroad station. The present station is not the original building. Actually, the current station, now owned by the Town of Riverhead, is the second station to serve Riverhead. The current station will be 100 years old in June 2010.

To mark the event, we will team up with the Railroad Museum of Long Island, and present the Town with a plaque that will be permanently affixed to the inside of the station.

We will notify everyone well in advance of the day, date and time of the ceremony, and we hope you can all attend.



Alco S-1 #407 on the LIRR, from CMRR website, Steven Lynch Collection

## EX-LIRR LOCOMOTIVE SAVED

**S**everal years ago, as a trustee of the Railroad Museum of Long Island, I contacted the Staten Island Rapid Transit to inquire if the Museum could acquire thru donation, ex-LIRR 407 the management people were in full favor of the donation to the Museum. In fact, they told us to get both locomotives from Staten Island, the Alco S-1 407 and the ex Army locomotive as well.

However, MTA management stepped in and we were given the run around about the donation. Needless to



# THE JORDAN SPREADER W-93 AND THE TWIN FORKS CHAPTER

BY RICH GORDDARD

**J**ordan Spreader W-93 and I go way back. As a kid, I would see it pop up once in a while in Ronkonkoma where I grew up. Of course the Jaws III Plow was a more common sight in the yard.

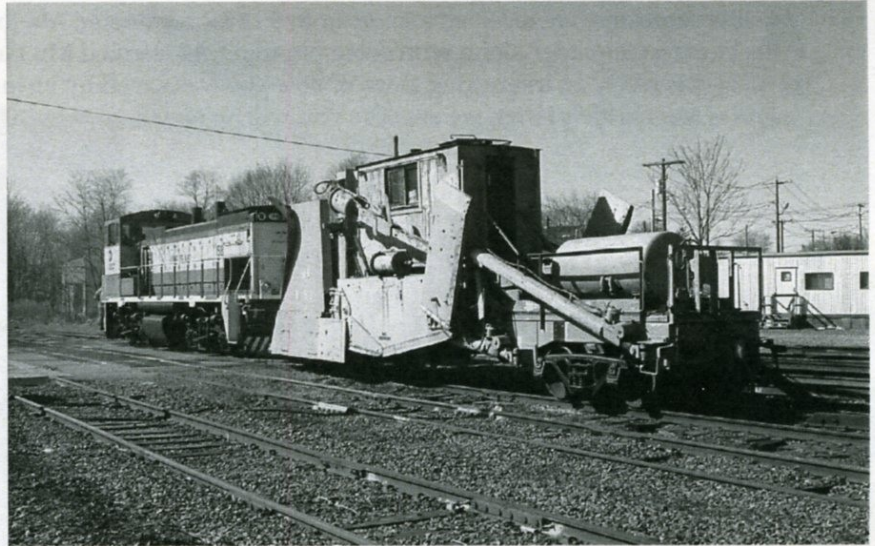
As I got older, I would see the Spreader in the Speonk yard, where she sat for many years in an all yellow paint scheme, with a blue M on the side, telling the world it was a piece of MTA property. After a while, the spreader left Speonk and arrived in Eastport where she waited out the years till she was donated to our Chapter.

I only saw the Spreader used once. As the completion of the Ronkonkoma Electrification Project was coming to a close, I saw the spreader in use grooming the right-of-way, and then being hauled west by a MP-15 when her duty was over on the Ronkonkoma branch.

I would drive past the spreader in Eastport from time to time and always thought that some preservation group or a museum should preserve the unit for future generations, little did I think that our Chapter would be the guardian to the Spreader's future.

One day the phone rang at my house. It was Chapter member Gordon Prenner. He said he was contacted by a LIRR employee, named Bob Schwencker and he wanted to know if we wanted to have the Jordan Spreader donated to us. The answer of course was: YES!

I was given a phone number to call and this began the ball rolling. It took several months to get the paperwork and the logistics worked out, but it was really worth the effort.



March 2, 2008, LIRR crew moves Jordan Spreader W-93 in the Riverhead yard for the Twin Forks Chapter. Photo: R Gorddard

The LIRR finally and graciously agreed to move the spreader from Eastport, NY to Riverhead, NY. A move that took 3 days!

With just two days prior warning, I was told that the LIRR would be moving the Spreader for the Chapter. At the time, I was working the over night shift, but I forgot about sleep to witness the move.

At about 9 AM, Don Bender and myself showed up at Eastport, eagerly waiting for the LIRR crew to move the Spreader. We waited till about 11 AM. There was a westbound train that left Speonk, and both Don and I were thinking that the LIRR might have cancelled the move. That's when, about 30 minutes later, we heard a train horn coming from the west, heading to the east in our direction. I looked down the tracks and saw a blue and yellow MP-15 and we knew the move was on!

After the crew arrived and pleasantries were exchanged, the crew got to work coupling to the spreader, doing a brake test, and waiting for the dispatcher to give permission to run extra westbound. The consist made it as far as Bellport (not really that far) and was put in the hole for a long time. The crew told us that they will be lucky not to out law on hours, as they this movement was considered a low priority with the dispatcher. Don and I left the Spreader and the LIRR crew with hopes of seeing her the next day.

Several Chapter members gathered on the platform at Ronkonkoma the following day, which was a Saturday. I walked to the station, and waited with the others for the spreader to arrive.

What happened later on Friday, the crew made it to Hicksville via the Central branch, turned the equipment and would head to Ronkonkoma the next day.



Spreader circa 1980, Greenlawn, NY  
Photo by a young Rich Gorddard

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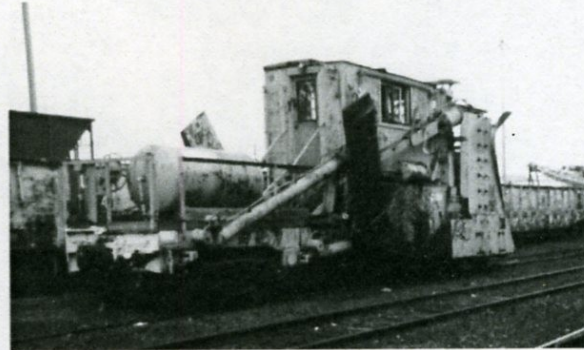


# SAVED FROM THE SCRAPPER - MORE THAN ONCE! A FACINATING LOOK BEHIND THE SCENES OF JORDEN SPREADER W-93

A few years ago, we received a letter from a LIRR conductor, Mr. Joseph Huttle. Mr. Huttle tells a very intriguing story about the Spreader along with some photographs. I asked Mr. Huttle if I could print his letter and his photos in the RPO as it is really an interesting story of how she was saved by virtually one man on the LIRR.

Here is Mr. Huttle's letter, we are sure you will enjoy it.....

RICHARD GORDDARD



August 1997, Holban Yard, Jordan Spreader will go to Morris Park for rebuilding. Photos: J. Huttle

I had the pleasure of working with Bob Schwencker for the last 3 years that he worked for the LIRR. I was the conductor on YFD-201.

In the 1990's the LIRR wanted to know if the Jordan Spreader was worth keeping. When Bob finished looking it over, the answer was YES! But the LIRR was concerned about the cost and time involved. Pinching pennies. Bob said he could do it for the budget they gave him. He did!

I make it sound easy. But, as Bob can tell you, it was not. They would not give him anyone to work with, when it came time to work on it inside a shop. He had to beg for a spot in Morris Park Shop. He got most of the heavy work done there before the foreman ordered him to remove it. The space was needed for diesel engine repairs.

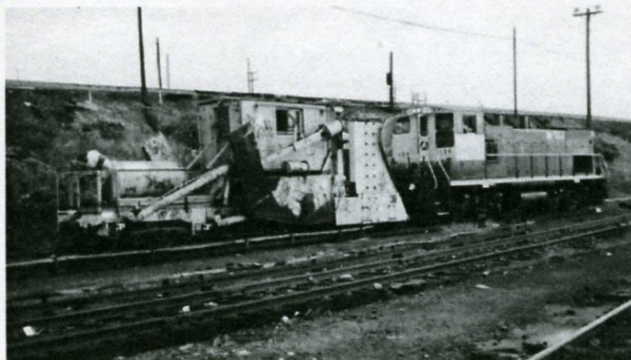
Bob was also under pressure to keep up with his everyday work on freight cars, as this took precedence over the Jordan Spreader. If my memory serves me well, Bob did some of the work on his own time to keep within the budget.

My crew and I worked with Bob in moving the Jordan Spreader wherever he needed it, to get the work done. As you may know, it is not recommended to couple to the front of the spreader. The drawbar only moved two inches on each side. This is not good on curves. It can derail.

When we took it to Morris Park for heavy repair, Bob asked the roundhouse foreman if he could turn it on the turntable before putting it in the back shop for repair. Answer: "NO!" That's why we coupled to the front end of it and ever so *slowly*, moved it to the back shop. In the photo Bob is riding the back of the Jordan Spreader.

From Morris Park Shops, we moved it to Dunkirk Yard for further work. To get the colors, gray and orange, took some research and experimenting with mixing of paint to come as close as possible to the LIRR colors.

I was told by a supervisor, that the MTA does not, and will not; allow those colors to appear on equipment belonging to the LIRR. Case in point was the orange and gray painted on the Harold Protect engines. That supervisor chose to retire rather than get fired.



August 1997, Heading to Morris Park For rebuilding. Bob Schwencker riding the spreader. He will do the work! Photo: J. Huttle

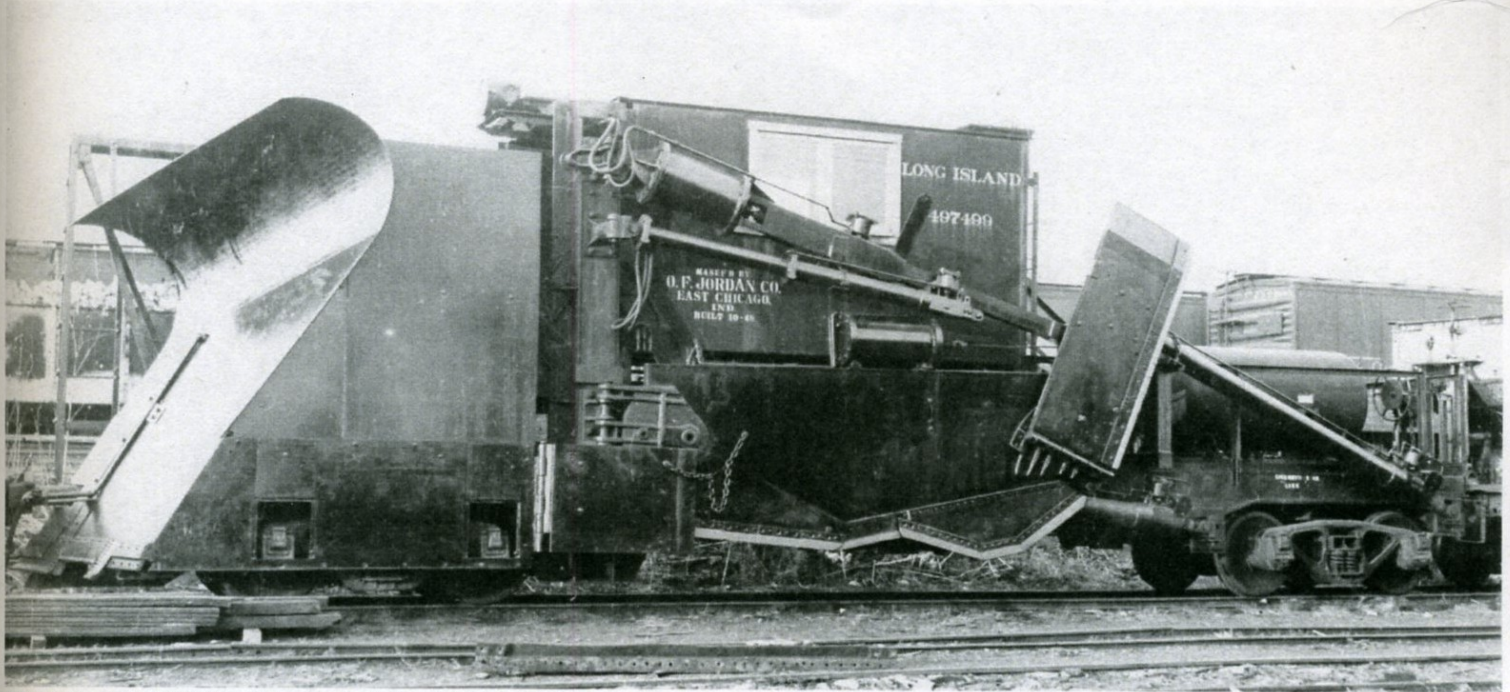


Dec. 15, 1997 Holban Yard, Harold Protect engines 104 & 102 with restored Jordan Spreader W-93  
Photo: J. Huttle



# "DOES THE WORK OF AN ARMY OF MEN" W-93 ON THE LONG ISLAND

By PAUL STRUBECK



LIRR 497499, 12-31-1949, Holban Yd. From the Collection of John C. LaRue Jr.

In the late 1940s, the Long Island Rail Road was in the market for a new piece of Maintenance of Way Equipment. What they wound up purchasing was a pair of new Jordan Spreaders from the O. F. Jordan Company, of East Chicago, Indiana. The Jordan Spreader, as Jordan put it "Did the work of an army of men", meaning it had a variety of purposes. The Jordan Spreader could do ditching work, ballast spreader, snowplowing, flanging, as well as spreading fill and ice cutting. At the time, Jordan marketed a "Small, Medium and Large" base spreader model. The LIRR opted for the "Medium", the Jordan "Standard" series, model 2-200.

The Jordan 2-200 featured a high snow plow attachment in the front, as well as articulated ("broken") wings. All the functions were powered by compressed air, which was fed from the locomotive pushing. LIRR's pair, numbered 497498 and 497499 were built in October of 1948. Originally delivered they featured all black paint jobs with gold lettering, depicting the PRR ownership of LIRR. In 1960 the LIRR switched to their "W" numbering series, with the the spreaders being renumbered to W92 and W93 respectively. Unfortunately, LIRR decided to scrap W92 in 1963.

Over the years, the LIRR did not

modify the W93 much from the time of her delivery. As with all cars of the time, W93 featured a roof walk. The Jordan roofwalk featured a large platform that extended out (see photo) so one would be able to walk from car to car. At some point before 1960 LIRR modified this with simple a set of grab irons on the right side of the nose blade. Also, at some point in her career the original plain bearing trucks were changed to roller bearings. Throughout the 1990s the LIRR would send the W93 into Morris Park for a going over before winter time, as well

as fixing damage from use in the summer track work (W93 was known for taking out trackside obstructions and hitting various items. A careful looker will notice damage from this). After a long career the LIRR donated W93 to Twin Forks in 2001.

Paint wise, W93 wore a handful of variations. Originally, all black with white lettering. In the "Goodfellow" era, it was changed to dark Grey with Orange trim. This later changed to all orange by the mid 1960s. Moving into the MTA era, this was changed to all yellow with the 2 tone "M" logo on the cab sides and blade sides. It was then repainted back into the Grey scheme in the mid 1990s, which it currently wears. Twin Forks is currently prepping the spreader for repaint into a modified version of the original.



Jordan's Standard Series Brochure  
From Paul's web sight



# SAVED FROM THE SCRAPPER - MORE THAN ONCE! A FACINATING LOOK BEHIND THE SCENES OF JORDEN SPREADER W-93

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Bob never heard a word about his color scheme. He reasoned that the Jordan Spreader would be stationed out in Eastport, and it would be rare to see any MTA officials riding a train east of St. Albans station.

Two or three years later, it was time to do a reconditioning of the Jordan Spreader as per FRA requirements. Bob was told to wait for the OK, before beginning work. Over a period of time and no answer, Bob started asking around about the future of the Jordan Spreader. That's when he learned it was decided to scrap it.

Bob started with the chain of command to find out if it could be saved. Answer: "NO!" Could you find someone to donate it to, answer: "NO!"

"It's going for scrap!"

Bob finally found a listening ear. That man said, "Find someone willing to take it and it's a done deal." As you know the rest is history. Bob tried to get myself and crew, to bring it out to Riverhead as he felt it would be a

fitting end to its career of service on the LIRR. But union work rules got in the way, necessitating a higher cost if we made that move.

Back in 1967, the LIRR was thinking of scrapping the Jordan Spreader along with the Rotary Snow Plow. That's when I took the photos of the spreader next to the old Gertz warehouse. Later, someone did a cost analyst of both machines. The Rotary snowplow was beyond fixing. But, to their surprise, the cost to the Jordan Spreader was very low. That's when it was sent out for repair. Later, the Rotary Snow Plow was bought by Ron Ziel.



Nov. 1997, Holban Yard  
Engine 171 and Jordan Spreader. Getting ready for winter use. Photo: J. Huttle



Nov. 1997, St. Albans end of Holban Yard  
Restored Jordan Spreader now with a Dashing Dan emblem temporary added.  
Photo: J. Huttle



Needless to say, I am glad the Jordan Spreader has a home and its not in a junk yard. Enjoy the pictures.

Sincerely  
Joseph J. Huttle



Dec. 15, 1997 Holban Yard  
Left to Right - Greg Noone, Gene Collora - Frt Trainmaster, Jim Renfree - Brakeman, Bob Gianuzzi - Engineer, Bob Schwencker - Car Inspector, The Man Who Rebuilt the Jordan Spreader. Photo: J. Huttle



# PRESIDENT'S REPORT

Continued From Page 2

say, we never got her. The LIST Chapter of the NRHS also made inquiries about the 407, but nothing came of that either.

I felt that 407 deserved to come home to Long Island. This is where she should have ended a long career. However, I am glad she has been saved.

I don't know how or why, but the **Catskill Mountain Railroad** got ownership of the 407. At least she will be well cared for and she is close by. It will be worth having a chapter outing to see the 407 in service in the upcoming months.

Chapter member **Ron Ridolph** recently had this to say about the 407 via email....

"I had the great pleasure riding in CMRR 407 yesterday on a couple of trips and she is BEAUTIFUL !!!!! Engine is great, plenty of power, the wheel sets ride fine as they were recently rebuilt and the paint job will last for many years. The inside of the cab is clean and pretty and just hard to believe that she is 64 years old !!!! What a delight to have and the crews morale is greatly increased !!!!!!"

Its good to see the 407 will continue to operate close to the Long Island area.



#407 at Tremper Station, May 8, 2010, from CMRR website, Photo by John Prestopino

## CALVERTON SPUR

The Calverton spur, also known as the Grumman Spur, has begun the transformation back to operation. The Town of Riverhead, who owns the Spur, has awarded a \$3.49 million dollar contract to Railroad Construction Company of Paterson, NJ.

The current money earmarked for the project, is in the form of a federal stimulus grant.

Only time will tell if this spur will live up to the hype the Town of Riverhead is touting.



Till Next Time Clear Block Ahead, *Highball!*



# THE JORDAN SPREADER W-93 AND THE TWIN FORKS CHAPTER

Continued From Page 3

Around 12 noon on Saturday, a conductor on a passenger train, told us he saw the spreader in Central Islip, so we knew she was close. Some of the Chapter members had to leave as it was getting later in the day, while others like myself waited for the spreaders arrival.

Finally the consist arrived about 1 PM. The crew stopped told us to get on, and we pulled into the Ronkonkoma yard. This was as far as she was going. But Bob Schwanker told us to meet him in the Ronkonkoma yard at 5 AM in the morning, we didn't know why, we just knew we would be there.

5 AM came fast. The sun was just coming over the horizon and a cool dew hung in the air. Bob arrived with Orange paint, paint rollers and brushes. He insisted we give the spreader a sprucing up and a coat of paint, before she arrived at Riverhead. We of course agreed with Bob and got to work. Arriving at the yard that morning was Bob Schwanker, Don Bender, Frank Mastandrea, Joe Lupinacci and myself. We got to work, but we had to hurry as the train crew was going to arrive at 8AM.

Well, we got the paint on her, the crew arrived and told us two Chapter members could ride the spreader from Ronkonkoma to Riverhead. Frank and I were the lucky ones that day. The trip was a blast for us and it was something special to ride the Spreader from KO to LD. The only glitch in the trip was a downed tree from a one-car accident that briefly blocked the tracks. We made it to Riverhead. The LIRR crew was great, and I guess the rest is history.

The Twin Forks Chapter thanks the LIRR, the train crews and everyone who made the spreader donation possible.

However a big thank you to Bob Schwanker, who rally made it happen. We also thank him for the hours of hard work he preformed to rebuild the Spreader and to keep W-93 from the scrappers torch. Mr. Schwanker saw that Spreader W-93 was a piece of LIRR equipment worthy to save and preserve.

After the Chapters restoration of caboose C-60, which is on loan to the NYCTM, we are now focusing our efforts on the Spreader. It's a lot of work, but worthy of our time and efforts. In time we will have her looking great again.

We can use you help if you can spare some time on a Saturday, to help with the physical work, come on down. No special skills required. Or perhaps you are willing to make a donation to help purchase the needed materials that we need to restore the Spreader. As always, no donation is ever too big or small.

We will keep you informed via the newsletter as work progresses.



PO Box 188  
Port Jefferson Station, NY 11776-0188



# MEETING NOTICE!

## NEXT MEETING WILL BE AT THE NYCITY TRANSIT MUSEUM IN BROOKLYN



SAVE THE DATE - SATURDAY, JUNE 19, 2010

**Y**ou are all invited to our next membership meeting to be held at the NYCTM in Brooklyn, NY. This will be an official meeting and you will be able to visit the Chapters restored caboose C-60 that is currently on loan to the Museum.

We will gather at the Ronkonkoma Railroad Station at 8:15 AM on June 19, 2010. We will board the 8:42 from Ronkonkoma. Those west of the Ronkonkoma Station may board at other stations along the line. We will arrive at Atlantic Terminal (formally Flatbush Ave Terminal) at 10:12 AM. We will then take the subway to a station close to the Museum and then walk a few short blocks.

Those wishing to travel on their own should meet the chapter group in the Museum at 12 noon.

Upon arriving at the Museum, we will visit our caboose and have some photo ops with her at the museum platform. We will then move to a meeting room that Museum will have for us.

Tentatively there will be several presentations. One show will be the rebuilding of C-60, the next show will be the move of the caboose from Riverhead to the Museum, and the third show will be a montage of LIRR photographs taken over the last 20 years. In addition we will also hold a short meeting to bring you up to date and to answer any questions.

After the meeting, we will revisit the caboose, then browse thru the Museum gift shop, and then head home. It will be a full day.

*Please note, that travel on the LIRR and the subway is on your own. This is not a chapter-sponsored trip.*

We look forward to seeing you there. Any questions you can email the Chapter at [twinforksnrhs@aol.com](mailto:twinforksnrhs@aol.com)

