



SEMAPHORE



January 2011

Happy New Year!

The next meeting of LIST will be on **Friday, January 21st at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The guest presenter and the subject for the January meeting will be announced on the Chapter's website as soon as he is confirmed.

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

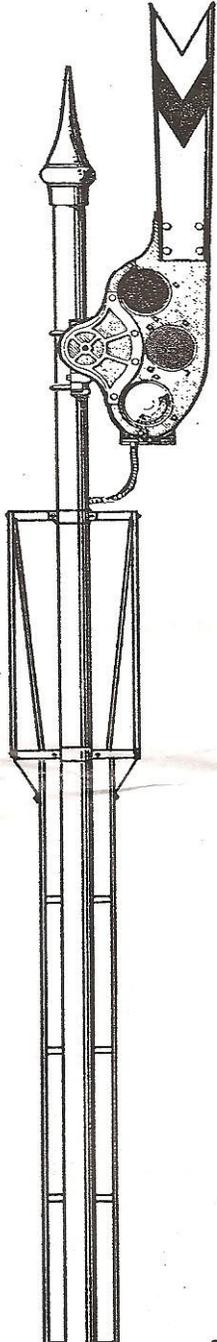
<http://www.nrhs-list.org>

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



LIST ORDER FORM

The following price list is for LIST members only!

We have only a few LIRR 2011 calendars remaining. The The Late, Great Penn Station books are sold out and the Roxey books are also sold out..

_____ 2011 LIRR calendar @ \$8 each Total _____

_____ 2010 Penn Station 100th Anniv. Calendar @ \$5 each Total _____

_____ LIRR 175th Anniversary 60 page book @ \$10 each Total _____

_____ NY Connecting RR Book @ \$27 each Total _____

_____ Babylon RR pins [Trolley drawing in color] @ \$3 each Total _____

_____ "The Long Island Rail Road, In color" @ \$48 each Total _____

Shipping for 1 calendar or 1 of the books, \$2.50

Shipping for 2 to 4 calendars, please add a total of \$5.00

For more than 4 calendars, please call or e mail for the shipping cost.

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1.50

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping. For example, 1 calendar shipped to an address in NY State would be a total of \$11.40]



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

List Happenings by Steve Quigley

By now, everyone should have received their membership renewal from National. If you did not, please contact Alan Mark or myself so that we may assist you with your renewal. If you did receive your renewal notice, please send it ASAP to Alan at the address noted on the renewal form so that your membership will be current.

We are looking for new members. If you know of anyone, please provide me with their name and telephone number and I will send them information. Remember, if you provide us with 3 paid members in one year, we will pay your entire dues [\$46] for one year.

The calendar etc. order form is being included in the Semaphore. We have a few 2011 LIRR calendars and 2010 Penn Station Calendars remaining as well as 175th Anniversary Journals and NY Connecting Books in stock. I anticipate that we will have no calendars remaining after we attend the Freeport NY train show in the 2nd week in January.

The Chapter will be purchasing copies of "The Keystone," which is the quarterly publication of the Penn. Railroad Technical + Historical Society. In this publication is an article about the original Penn Station. The article was written by Ron Ziel. I have not yet received it as of the date this is written, as soon as I receive them; I will include the information in the Semaphore.

I have not received any complaints regarding the delivery of the December issue of the Semaphore. Apparently, we need to tape two sides in order for it to go through the USPS unscathed. If you did not receive the issue or if pages were missing in any edition, please let me know.

As previously noted, the current edition of "Passenger Train Journal" has a 12 page article on the LIRR. It is titled "Looking Back on 175 Years of Service." I have purchased several copies. If you wish to order a copy, please e mail or call me.

We produced special commemorative stamps for the 100th Anniversary of Penn Station. The stamps are postcard scenes of the first train leaving Penn Station as well as the postcard drawing of the original Penn Station. The stamps come in sheets of 20 of each scene. The cost is \$20 for each sheet plus \$1.50 for postage.

We are investigating the possibility of producing the Semaphore in an electronic version. With an electronic version, we would have the capability of including many more photos as well as additional articles. At the present time, we are somewhat limited in size of the Semaphore as if we mail more than 5 pages; the postage is higher than the 44 cents it currently costs. If you are interested in an e version of the Semaphore, please send me you e mail address and we will begin compiling them. If you would prefer to receive a print copy, we will continue to send it to you.

Please e mail me at csquigley@optonline.net or call me at 631-487-4766 if you have any questions or comments.



Stack Talk by Neil Moran

Happy New Year to all my readers, I sincerely hope you all have a good healthy year ahead of you with lots of railfanning.

CHINA – GONWUSU: Last month I wrote about the activities of steam locomotives at this location and promised to continue the story with it's nine SY Class Mikado's. If you are permitted around the property with a pass, you can also see several engines that have been put on the dead line. There are sixteen of them. Of these sixteen a few could be brought back to life if needed. But as of now thats not going to happen unless the main cast mine is re-opened. There are two of these mines that were once in operation. Rumors persist that one of these mines might open, so that is why some of the SY Class engines have been stored serviceable. Right now is the time to go over to Gonwuso for special steam effects. The temperture hovers around zero to 20 degrees and the photos you can take are extraordinary. You can figure on diesels moving in sometime this year for sure.

HUANAN: Fortunately there is no news about diesel engines taking over for the steam engine on this narrow gauge line. As of now little 2-8-0s are still pulling coal trains out of Huanan to various small towns that the railroad visits. Sometimes they pull pipes loaded into the coal cars to these towns who are putting in a new water system. Visitors have unofficially named this line "Sunflowers of the Little Pass" due to the fact that during the warmer months giant sun flowers parallel the track on both sides. The grade this pass reaches is about 1%. It is at this time these 2-8-0s struggle mightily to climb the pass. Often they must stop, and regain steam pressure. If that doesn't work, one of the crew has to get off, walk to the near by road and stop the next car he sees to take him back to the yards to get another engine ready to help the stranded train. What there doing now is running a second engine that shadows the freight train. If needed the extra engines is attached to the rear and used as a pusher, at times when these little engines can't start the train, they will automatically add a second engine. The line runs through some hilly areas, and is quite scenic. At Huanan, the guards are friendly towards rail fans, and will not bother you, especially if you bring them beer and cigarettes.

CHENGZIHE: The first poles for electrification have been erected, every day they install new poles even on weekends. But now they adorn the railroad for miles upon miles between Dongcheng and Zhengyand making photography almost impossible. The electrification should be almost complete by the Spring of this year. SY Class Mikados still power freight trains out of Chengzihe, but its only a matter of time before there gone. Pictures at the "Golden Triangle" where branch lines from Dongcheng and Zengyand merge with the main line are still possible but who knows for how long.

SOUTH AFRICA – BLAEMFONTEIN: Work has been progressing on narrow gauge Orenstein & Koppel

0-6-0 #12493 built in 1934. This is a 500 mm gauge locomotive so will not be used in this country, but Sandstones hopes to find a home for it maybe in Germany where they do have a railroad that this engine can run on. Rebuilt Cockerill Class N66 Garratt #88 is due at the museum very soon.

UMGENI STEAM RAILWAY – PIETERMARITZBURG: Replacement of bearings on Class 3 BR # 1486 have been completed, and the running gear on the tender overhauled. Efforts to have the Dubs A Class #134 ready for the past 150 years of railway celebrations proved unsuccessful for owing to limited resources, and the extent of the work required was too much for this museum.

FRIENDS OF THE RAIL – PRETORIA: Started up rail trips a few months ago with an excursion called the Tshwam Explorer. This trip was hauled by a 19 D Class 4-8-2 #2650. There was a special highlight to this trip which left in the wee hours of the morning. A sunrise photo session was held at a location which proved exceptional, and the photographers were most appreciative, they applauded the railway for their efforts. The friends also ran another excursion with the #2650. Appeal for donations to repair

Stack Talk...continued by Neil Moran

Class 15F a 4-8-2 #3117 has been amazing. So far they have raised R 29,000. This engine was the one that was derailed outside of the Cullinan station last June as a result of vandals.

UNITED KINGDOM – LONDON: England's favorite engine is back and running in grand style yes, that can only be "The Tornado". It ran three fully packed excursions in December, and is all primed and waiting to take on further runs in February. She will not run this month at all, owing to minor repairs and a new paint job. She'll be decked out in Brunswick Green, and hauling "The White Rose" specially on to London's King Cross Station to Leeds. This trip will take place on Feb 26. There will be special ceremonies at the Kings Cross Station before departure time. This will be the only run in February. However in March there will be two excursions. On March 1st St Davids day, Cathedral Express will depart London's Victoria Station and making stops at Ascot, Reading, Cardiff, Carmarthen and return via the same route. March 5th leaving out of Victoria station with stops at Watford Junction, Shrewsbury, Crewe, Nantwich, and Prees. The return is different route which stops at Wellington, Wolverhampton, Becot, Stetchford, and Birmingham. This is a circular trip which takes in all of the above stations mentioned. Something quite different. Several towns are planning special events when the Tornado arrives. The group has already started rebuilding a coach from the early 20th century. Funding has already reached E 24,750. This group has repaired almost one half of the car. It should be ready if all goes well by spring time. The White Rose excursions are very special to the A1 Steam Locomotive Trust. It is a reminder of simpler times, when one traveled by train, and you didn't have to go through such tight security. For a little added touch of austerity, as the English are prone to, they will have a white rose at every dining car table. A touch of class eh! Tickets for these trips can be had at steam dreams at www.steamdreams.com or at A1 Steam Locomotive Trust at www.A1steam.com. And yes there will be more trips in March, April and May, etc.

UNITED STATES – CARSON CITY – NEVADA: Back in August ticket sales were so brisk that the railroad announced that its steam train would run well into December. That was great expectations on their part. Unfortunately things didn't pan out this way for the Virginia & Truckee when ticket sales dropped off remarkably in October. So the V&T had to cancel it's operation during that month. They did run one extra trip out of Carson City to Virginia City in November, which was labeled a "Farewell to Steam" for 2010. The V&T did have a good year for its first year back in business. During the year many trains were sold out. But even when the trains were sold out, they experienced the high cost of using a steam locomotive. The states economic experts from Gold Hill, Nevada are analyzing the situation, and will soon make a decision how to pump more money into the railroad.

NEVADA – CARSON CITY: Staying in the bee-hive state, the Nevada State Railroad Museum is also in financial trouble. They ran a train on Thanksgiving weekend, and over the weekend of Dec 11-12th for it's Santa Specials. However if the museum gets their budget cut, and the possibility exists for this year, they might have to close its doors. That would be very sad, as they have some priceless steam locomotives on property. Included are a 1905 ten wheeler built by Baldwin, and thats serviceable. Also included is #18 "Dayton" a 1873 former Central Pacific 4-4-0, and #22 "Inyo" built in 1875 another 4-4-0 and a former V&T. Plus many wood coaches from the era.

UTAH – OGDEN: Former Denver & Rio Grande Western #223 is one of a class of 28 2-8-0s Consolidation type narrow gauge steam engine. She was built for the Denver & Rio Grande R.R. by the Grant Locomotive Works of Paterson N.J. It was completed in December 1881, and saw service up until 1941. At that time the engine was leased to Salt Lake City for it's "Pioneer Days" celebration. Eventually the #223 was donated to the city in 1952 and displayed at Liberty Park. In the 1970s she was then moved behind the Rio Grande station then moved in 1991 to the Ogden Utah State Railway Museum at Union Station. Limited restoration work is being done by members of the Golden Spike Chapter of the Railway & Locomotive Historical Society in the former Trainsman Building at the north end of the Ogden Union Station. Currently, the wooden cab has been completed, the appliances repaired and work on the tender is nearing completion.

Stack Talk...continued by Neil Moran

During these next few months, the tender tank will be riveted with over 3000 hand drilled rivet holes, when finished she will be put on display. But members of the group would definitely like to see in running on a short loop of track around Ogden linking up with a proposed trolley car system.

WASHINGTON – ELBE: The Mt. Rainier Scenic Railroad had a wonderful season last year, thanks mainly to the returning to the “new” depot in Elbe on highway 7. People can now spot the railway with ease, and that makes all the difference. Before they had to do a little hunting for the station. Business was so good they had to fire up its Heisler #91A geared locomotive many times. Normally they just run there 1924 Porter build 2-8-2 Mikado. The group is working on a Baldwin 2-8-2 #70, but could not pay attention to the Mike as they had to keep the geared Heisler in top condition along with the 1924 Porter Mike. A nice predicament to be in to a degree. CMO Stathi Pappas has re-profiled the tires, ground and polished the axle journal surfaces, reworked the driving boxes and machined new shoes and wedges to the running gear. Also the cab has received a huge amount of attention as plumbing along with other fixtures have been installed. Along with that, the plumbing for the air brakes system was completed, as well as steam lines to the air compressor and fireman's manifold. This is quite a job being undertaken by Mr Pappas, and we wish him continued success on restoring this engine.

WISCONSIN – HARTFORD: Back last November 13th 2010 SOO line #1003 last ran under it's 15 year Federal Administration 1472 Service Day Inspection and Authorization which was completed back in 1996. The locomotive participated in 45 events in 14 of 15 service years, missing only in 2009. She ran mostly in Wisconsin, Upper Michigan, Minnesota and Illinois. While the official expiration of the 15 year period was Nov 8th 2011, a decision has been made not to perform certain repairs necessary on the #1003. A new rebuild project has not been firmly decided on as yet. This all depends on how funding can be required from various sources. The locomotive will remain in the Wisconsin Automotive Museum in Hartford, Wi where it is secure, and available for public viewing. The owners and volunteers have been especially appreciative of the support from it's fans, the Wisconsin and Southern Railway Organization, and all of it's employees.

ILLINOIS – QUAD CITY: It has now been officially announced that Quad City is having a railfest on July 28-31. R.J. Corman will be sponsoring this event, and he has included a few surprises. As you know he has two QJ 2-10-2s from China that he has run on several occasions. From what I hear he is going to modify one of them. What he is going to do in this change is unknown at the present time. Among the other steam engines that will make an appearance will be the “Leviathan” a 4-4-0 wood burner, Flagg engine #575, plus the Berkshire 2-8-4 #765. This is a surprise, but sources tell me she's committed and just recently heard the #3751 ex Santa Fe 4-8-4 is coming two-thirds across the nation to appear at this gigantic festival. If this is true it will certainly be one monstrous rail fair! To have this 4-8-4 coming across into Illinois from California will certainly attract many rail fans attention. There should be quite a cavalcade of cars chasing out of Los Angeles area into Quad City. Stay tuned for further news on this big event. By the way it's nice to end this column with some good news for a change, not all the gloom and doom you've read about in the previous stories.

Now it's time to thank the people who took the time to send me most of the news you just read. John Biehn (Dayton RR Society), John Batwell (South Africa Rail), Rich Taylor (NRHS), John Reilly (NRHS – NY), Warren L. Smith (RRE-NY) and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN



Notes from an Old Equipment Register, 1929 by Bob Sturm

An equipment register is a document that lists rolling stock and machinery that is the responsibility of the Equipment Department to maintain. In today's world it is typically a printed booklet that, given the similarity of all the locomotives and coaches, is rather boring indeed.

Such was not the case in 1929. In that year it was a hand-written (in ink) book listing a host of different equipment and classes of locomotives and coaches. Even during the PRR, standard railroad of the world era, the LIRR operated: steam, electric and diesel (oil-electric) locomotives; wooden and steel coaches; freight cars; tugboats and carfloats; steam and electric rotary snow plows; three battery powered coaches; and a "pay" car. Farm machinery, sedans and trucks are also shown on the register.

The railroad industry in general and the LIRR in particular were at the zenith of freight and passenger traffic in 1929, levels that would only be challenged during the era of WW II. Maintenance and replacement procedures were timely and well executed in that year. This is reflected in the information contained in the register. Noted are the recent arrivals of G5s and BB-3 locomotives, and lots of new steel coaches and mail/express cars. The retirement, storage and scrapping of old locomotives and coaches (especially the wooden ones) are also listed, along with equipment lost due to wrecks. Dates of acquisition, storage and scrapping are duly noted. Manufacturers names are listed along with tractive effort, horsepower and installation of superheater equipment as appropriate.

The 1929 document is screw-post bound and contains information for 1928 and 1929. The handwriting is obviously the work of several different clerks by virtue of varying levels of neatness (or rather the lack thereof). In spite of that, clerical work in 1929 was serious business, and the accuracy of the information is probably unimpeachable.

As an aside, the entire document was Xeroxed one evening in the early 1970's with the help of Ed Kohler for his use in preparing his well documented roster of LIRR equipment. Do you remember that, Ed?

Oh well.....

Upcoming Events provided by Ray Muntz

Grumman/Bethpage High School Train Show

Saturday, January 15, 11 AM to 3:30 PM

Westbury Scout Show, 265 Asbury Avenue, Westbury

Saturday, March 19, 11 AM to 3:30 PM

THE LIRR MODELER by Mike Boland**THIS MONTH'S FEATURE:****MODELING MAINTENANCE-OF-WAY (MOW) BALLAST HOPPERS****USING**

Happy New Year!

Here's a chance to build a small fleet of LIRR MOW cars without too much cost or work. The introduction of the Walthers ballast hopper some time ago has created a great opportunity to model the Long Island's impressive fleet of ballast hoppers, part of what was once known as "The Big Red Fleet of Gene Collora." These cars can still be seen on the LIRR, depositing stone onto the track, where it would be tamped into the roadbed.

These cars are numbered 6100 through 6119 and were purchased in December 1995 and were painted and upgraded at Railway and Industrial Services in Joliet, Ill. More hoppers came to the LIRR and they were numbered 6120 through 6162. The first batch of cars had a heritage of L&N, SBD and CSXT but later went to Helm Leasing and Financial Corporation with HATX reporting marks.

These cars differ in their appearance and have different heights, lengths and the numbers of ribs placed along the side of the car. With this in mind, we decided we could overlook these differences and concentrate on making these cars appear as close as possible to the prototype.

This is a fairly easy procedure. Purchase an undecorated version of this car—Walthers #932-4200 41-foot ballast hopper in their Gold Line series of freight cars—available as individual cars or in three-packs.

As of this time, we don't know if this model is based on a particular prototype.

There are some things we did to make these cars more prototypical; one was to modify the ends of these cars to replicate the prototype.

Remove the trucks and couplers and you are ready to go. Get some prototype photos before you start; we used some photos of car 6100. There are photos available on Steve Lynch's LIRR website. The right side of each car and the left end of each side of the car has to have their ladders removed. The ladders have to be replaced with .012 pieces of brass rod placed horizontally. Two rods are on the side and one across the end.

Using a hobby knife, files and sandpaper, remove the ladders and steps and file them smooth. Add grab irons at the bottom of each car end.

Something that needs to be done is to support the ends with a horizontal L-shaped rod running across the width of the car and supported by two brace rods mounted at a 45-degree angle that run to the bottom of the car's end. We used Evergreen Strip Styrene #291 .060 Angle stock here and cut the pieces to fit. Use photographs to understand what we did here.

The last thing to do is to remove the brake wheel located in a low position at the B-end of the car. Use a hobby knife and files to remove the wheel and brake housing. Use both until the molded housing is gone.

THE LIRR MODELER continued by Mike Boland

Once the old brake wheel and housing are gone, you need to mount a new brake wheel and housing at the top of the car, just below its rim. Use commercial parts here and don't forget to add a short platform and vertical brake rod from .012 brass, the rod running to the bottom of the car. You can use .005 or .010 Evergreen styrene to cut small squares to represent steel replacement panels that were used to patch holes in the hopper's original sides. This is a nice touch and makes the car look more realistic. These patches were welded and bolted in place.

Your car is now ready to be primed and painted Boxcar Red. When the paint is dry, you can letter the car with yellow lettering. The prototype's lettering was in Trailer Train Yellow but you can use Microscale 90106 Railroad Gothic Letters and Numbers in Yellow or 90026 Alphabet and Numbers Condensed Gothic Yellow. Additional reporting marks were "LD LMT" and "LT WT" which we were trying to obtain at presstime; perhaps a CSX freight car decal set would suffice and offer these sets of lettering to place on our model.

These cars also had FRA-mandated orange or yellow strips of reflective tape placed on alternating panels at the bottom of each car. These can be made from decals.

These cars weathered badly so you can really fade the red to suit. These cars were also heavily tagged with graffiti so you can add it if you like.

We have not been able to obtain good photos of what these cars currently look like so we cannot offer more suggestions or tips on weathering. We can say that while the car was new, the underbody was Boxcar Red but as it weathered, it began to match the color of the trucks. You can use Rail Brown paint here for a well-weathered car; be sure to paint the entire underbody as well as trucks, wheels and the two emptying devices located near the trucks.

While we haven't seen these cars loaded with ballast, we believe that commercial ballast can be used to fill the car after a false top is added to pile the stone onto and then glue. Or, you can let your car stay empty.

There was also another group of cars that the LIRR used but these cars were leased and were numbered in the 100000 series with WHITE lettering but otherwise resembled the 6100 series of cars. When we get more information and photographs of these cars, we hope to write a feature on modeling them.

There you have it; with just a little work you can have your own work train.

We await the Rapido "American Flyer" cars and hope to write about them as soon as they arrive at hobby shops.

Until next time, happy modeling!



LI 6100-6162 13 rib series LI Ballast Hoppers #6112 at North Haven, CT 6/23/96

Photo: Richard Louderback, Archive: Dave Keller

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

ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY