



SEMAPHORE



March 2014

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

THIS MONTH:

This month's presentation will be by Stephen Williams and is titled:
"New York and New Jersey Railfanning"

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

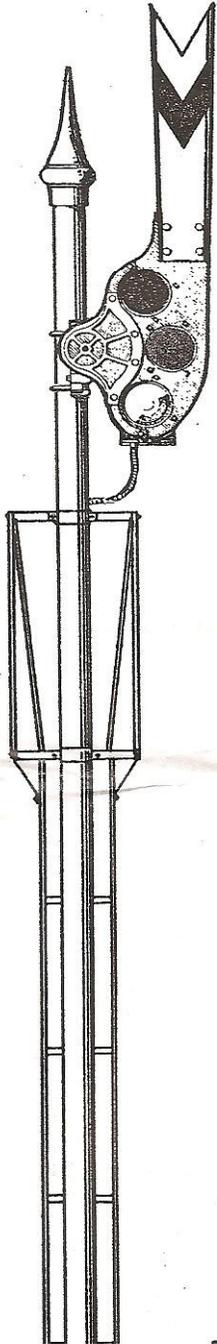
<http://www.nrhs-list.org>

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





The following price list is for LIST members only!



# _____	Jamaica 100 th Anniversary Pin	@\$3 each Total _____
# _____	2014 LIRR Calendar	@ \$8 each Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each Total _____
# _____	Jamaica Station Plaque	@ \$15 each Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$5 each Total _____
# _____	NY Connecting RR Book	@\$27 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 Cast Iron Eagles of Grand Central Station by Dave Morrison	@\$5 each Total _____
# _____	The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$60 each Total _____
# _____	The Rockaway Trolley by V. Seyfried	@\$50 each Total _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$30 each Total _____

Shipping for 1 of the books or calendar, \$3.00. Shipping for the pin is \$1

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 State residents, one calendar is \$11.95 total]

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

Everyone should have received the notice from National regarding dues renewal. Regretfully, the NRHS portion of the annual dues was increased. We were able to keep the Chapter portion of the dues at the same amount as the past several years. The Chapter portion is \$10 which is much less than other comparable Chapters. If you have already sent in your dues, thank you. If you have not done so, please send them as soon as possible. Your co-operation is appreciated.

REMEMBER, the dues should be sent to our Treasurer, Alan Mark at 111 Greenbelt Parkway, Holbrook NY 11741.

LAST CALL FOR MEMBERSHIP RENEWAL. IF YOU HAVE NOT RENEWED BY 3/1/2014, YOU WILL BE TAKEN OFF THE MEMBERSHIP ROLLS OF THE NRHS AS PER NATIONAL HEADQUARTERS.

The new version of our website is now active. We have discontinued the original version. Remember, the new version is LIST-NRHS.org. please take a look and if you have comments, please let me know.

I have sent out many books and calendars as well as other LIST merchandise over the past few months. If you have not received your items, please let me know. If you received your copy of the Semaphore in bad shape or are missing pages, please let me know and I will send you a replacement copy.

The Chapter has purchased copies of Ron Ziel's book, "Victorian Stations of the Long Island Rail Road. The copies are original, NEW, not used. Please see the order form in this edition of the Semaphore for additional information.

WE HAVE PURCHASED 4[FOUR] ORIGINAL, NEW, AUTOGRAPHED COPIES OF "STEEL RAILS TO THE SUNRISE" FROM RON ZIEL. These are hardcover original copies. Although they are expensive at \$75, these are the last copies that Ron Ziel has and they are each autographed, original, hardcover versions.

The Connecticut Trolley Museum has an ex-LIRR MP-54. They are in the process of restoring it to operating condition. The plan as of now is to have it running by June of 2014. This car will operate on overhead trolley wires as they do not have 3rd rail at the Museum. When it is operational, we plan on a trip to the Museum to ride in this historic car. Tentative plans are for this car to be rented to people who wish to be the engineer for a period of time. If that comes to fruition, we will let you know of the particulars regarding this interesting aspect. If you are interested in being an engineer for an hour, please let me know as we wish to compile a list of people who would like to do this. We wish to compile a list of all of the existing MP-54's in the Country, so if you know where a car or car's of this particular model is located, please send it to me through my email or the Chapter's PO Box.

Due to circumstances, I had to delay the East Side Access tour. However, we now have a firm date and notices have been sent out to everyone whom requested to be on the tour. We exceeded our allotted attendance amount but through the courtesy of Karen Diemer of the MTA, we have been able to accommodate all who requested to be a part of the tour.

THE TOUR IS SOLD OUT, NO SPACES ARE AVAILABLE.

This should be a great tour and I personally am looking forward to be a part of it.

To all who requested to be a part of the tour, thank you for your patience and understanding.

The NRHS will be having Railcamp in 2014. In the past several years, our Chapter has sponsored one or two Railcamp attendees each year and we will continue to do so. If a LIST Chapter member would like to submit a relative for consideration to attend Railcamp in 2014, please let me know. Our Chapter's sponsorship is limited to Chapter members and their relatives only! The Railcamp attendees are children 17 years of age and under; sorry no adults at this Railcamp.

List Happenings...continued by Steve Quigley

We are always looking for new members. If you know of anyone who might be interested in joining LIST, please contact me and I will send them information on joining. Remember, if you bring in 2 new members in one year, your total annual dues will be free for the following year.

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. I have a few articles waiting to be printed but we can always use more. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766.

Oyster Bay Railroad Museum Update by John Specce

Will winter ever end? We will endure some more and look forward to spring arriving shortly. The Museum has been closed during the months of Jan. and Feb. and anticipate re-opening the popular Visitor Center in the near future. Work sessions at the display yard, will resume in late March or early April, depending on the weather. Plans are being finalized for a 50th anniversary (1964) New York World's Fair gala celebration, tentatively scheduled for May 17th, including a display of vintage and present-day Ford Mustangs and the restored LIRR World's Fair Alco diesel cab. Board member Gary Farkash is creating O scale models of the various buildings using photographs and drawings for reference. They will be placed on the layout at the Visitor Center to re-create the LIRR pavilion. Efforts to bring electric power to the historic turntable continue and steady progress is being made. The station restoration project has gotten a major boost in funding with gifts from two Foundations totaling \$600,000 and a legislative grant for \$65,000. Stay tuned for news on the finalization of plans to transport the running gear of Locomotive 35 to Steam Operation Corp in Alabama!

Model Railroading on Long Island by Steven Torborg

Many LIST members may not be aware, but there is a group of model railroaders who meet regularly to run trains on privately owned HO Scale model railroads on Long Island. These people hold serious operating sessions wherein each railroad is operated on a three hour schedule, with dispatcher controlled freight and passenger trains with station stops, freight waybills and even real radio communications! The railroads are quite extensive, the smallest taking up a full two car garage and represent three distinctively different scenarios, each based on a prototype.

Mike Efthymiou's LIRR MONTAUK BRANCH is based on the route of the same name between Jamaica and Long Island City in the 1940's. This steam era railroad operates with all steam power hauling commuter trains, local freights and interchange via Hell Gate and the LIC car floats.

Ken Desaro's SANTA FE RATON PASS is based on the route of the same name located in New Mexico in the 1950's. This late steam / early diesel era railroad operates with steam and first generation diesel power hauling heavy trains over steep grades, complete with helper service!

Steve Torborg's BACARDI & NORTHERN is based on the Erie Northern Branch operations in New Jersey in the 1990's. This operation spins a more positive light on the future of the actual line with several local freights, run through interchange traffic with Conrail and even a few passenger trains.

For more information, or to arrange a time to view or operate on any of these railroads, contact Steven Torborg at: storb35@aol.com

THE LIRR MODELER by Mike Boland

This Month's Feature:

A REVIEW OF ATLAS' HO SCALE RS3

Well, it's good news for HO modelers because Atlas has released its ALCo RS3 road switcher. We recently watched the Atlas RS3 go through its paces by pulling a short freight train on one of its display layouts in the Mallary Complex at the Amherst Railway Society's train show at West Springfield, Mass. a couple of months ago. We also saw their HO scale model of the Alco Century series C420 in the LIRR MTA paint scheme of blue and yellow, but more about that later. Also in the building was a magnificent O scale LIRR RS1 in the as-delivered black paint scheme with gold lettering. A very, very nice model!

We picked up several of the DCC non-sound versions but did not get a sound version. The Atlas ALCo RS3 is decorated in the Long Island's very popular World's Fair paint scheme of orange and gray, but as always, the locomotive presents LIRR fans with a problem. As good as the locomotive looks—and it does look good, since Atlas has retooled its ALCo models recently—it's not quite accurate for as all serious LIRR fans know, the Long Island diesels were considered to be a Phase III or 3 model while the Atlas model is an earlier Phase II or 2 model. The Phase II model does NOT have the vertical vents or screening that LIRR prototypes 1551 through 1560 had.

In addition to this car body difference, the underbody is different, too. The water and fuel(oil) tanks are much different on the prototype than the Atlas model, which more closely resembles the ALCo RS2.

In fact, as John Scala and others have said, the LIRR purchased the RS3 from ALCo relatively late in the RS3 production run, and had it waited a little while longer, the LIRR would have purchased the RS3's successor, the RS11. But as we all know, this did not happen.

We'll continue our look at the LIRR ALCo RS3 next time. Until then, happy modeling.



Stack Talk by Neil Moran

ARIZONA – WILLIAMS: The Grand Canyon Railway will fire up their 1923 2-8-2 #4960 Baldwin built Mikado for a regularly scheduled trip to the south rim of the Grand Canyon on April 5th, this will be the initial trip for her in 2014. The Grand Canyon Railroad has also announced that the #4960 will run up to the south rim on the first Saturday of each month until the season closes. This also includes, Earth Day (April 19th), and on the railroads anniversary (Sept 17th). The handsome Mikado originally polished the rails on the Chicago, Burlington & Quincy Railroad. Ticket prices start at \$75 for adults, and \$45 for children. Trips leave from Williams at 9:30am, and arrive at the south rim at 11:45am the return trip departs at 3:30 pm, returning to Williams at 5:45pm. Visit www.thetrain.com or call 1 800 843 8724.

ARIZONA – PRESCOTT: Consolidated Mines 0-4-0T #35 has been moved to a new location at the Sharlot Hall Historical Society Museum in Prescott, Arizona. The locomotive was built in 1887 by the H.K. Porter Company. It will be sheltered under the museum's new \$127,000 enter building dubbed the "Sharlot's Depot". Officials hope to complete the building this month. It will look like a small frontier train station. The group has already started on the cosmetic restoration by removing the original wooden cab and tank. The locomotive was built for the Lincoln, Nebraska Rapid Transit Co. in 1887, as a "Steam Dummy" camouflaged by a wooden carbody. She hauled two passenger cars along a 1.5 mile of track. When the Transit Company converted to electricity in 1890, it was sold to a company in Tombstone, Arizona, and then in 1899 she was sold to Consolidated Mines at Congress, Arizona. In 1924 the engine was donated to the Prescott Chamber of Commerce, which then donated it to the Prescott Chamber of Commerce who restored it to running condition for a period of time. She was in service and moved around the Santa Fe yards in Prescott for a period of time. If this locomotive could speak, what tales of the rails she could spin!!

MINNOSOTA – DULUTH: Volunteers with the Lake Superior Railroad Museum and North Shore Railroad have been working to restore a former Great Northern Railway Baggage Car #2435 to service. They are also cosmetically restoring Northern Pacific #2435 a 2-6-2. The work is taking place at the Leonard Draper Maintenance Shop in Duluth. Volunteer crews have been patching holes in the roof of the baggage car. They are also replacing windows while also patching metal framework. Next comes the replacing the wooden floor crews hope to have all this work completed by early summer. Pressed Steel Car Co. built the car in 1918 for the Great Northern, and they used it for a railway post office car. It was rebuilt in 1951 to become a mail storage car and painted in G.N.'s Omaha Orange and Pullmen Green passenger colors. She was used for many years on G.N.'s Fast Mail between St. Paul and Seattle, and then on G.N.'s Western "Star" when later it was combined with the "Fast Mail" in 1960.

Work is also continuing to cosmetically restore Northern Pacific 2-6-2 #2435. The American Locomotive Works built it in 1907 at its Brooks shop in Dunkirk, N.Y. She is one of 150 prairie type locomotives used for freight. The engine is the last survivor of the Class T type built. They ran on the plains of Montana, North Dakota, and Minnesota. With money coming from various places, more than \$30,000 has been invested in removing asbestos rebuilding the cab, sand blasting, and re-painting the engine. They have also replaced several appliances plus putting a new metal jacket on the boiler. After the restoration is complete #2435 will take center stage inside the museum's main building.

Stack Talk...continued by Neil Moran

TENNESSEE – CHATTANOOGA: The Tennessee Valley Railway Museum has already announced their 2014 steam schedule for this spring, and early summer excursions. Once again they are working hand and hand with Norfolk Southern Railway on these trips. March 29th 2014 Chattanooga, Tenn. to Attall, Alabama, March 30, Chattanooga to Oneida, Tenn., April 5th Bristol, Va. to Radford, Va to Devlon, W.Va, April 19, Chattanooga, Tenn. to Cleveland, Tenn., May 17 & 18 Ludlow, Kentucky to Danville, May 31 and June 1st Lexington, Kentucky to Oneida, Tenn. and June 7th, Chattanooga, Tenn. to Stearns, Kentucky. All trips will be powered by former Southern Railway #630 a 2-8-0, built in 1904 by Alco in Richmond, Va. unfortunately, these trips will be assisted by Norfolk Southern diesels.

NORTH CAROLINA – DILLSBORO: An agreement between the Great Smokey Mountain Railroad and the Swain Board of Commissioners to allow a steam engine restoration to begin in April 2014. The locomotive in question is #1702 that was built in 1942 by the Baldwin Locomotive Works, and is a 2-8-0. The Great Smokey Mountain R.R. is breaking ground in Dillsboro, N.C. at the construction site of the new engine repair shop. This new indoor facility will be for the renovation and repairs to the #1702 during the winter months without interruption of weather or other elements. Swain County has received bids from the Wasatch Railroad Contractors of Cheyenne, Wyoming and from Steam Services of America in Sylva, North Carolina to start construction of the facilities needed. Details of the agreement state that Swain County agrees to load up to \$700,000 to GSMR, providing certain terms of the agreement is met. Terms include an installation of a turntable in Downtown Bryson City, N.C., and creating six new full time jobs. The 100 foot turntable was delivered to Bryson City last June, and construction has started already. It has been eight years since #1702 operated on the Murphy Branch Line. Having this operation back in service will be a tremendous asset to the region with the return of steam, ridership on the daily train service to either the Nantahala Gorge, or to the town of Dillsboro could very well increase as much as twenty percent. Owner and CEO Alan Harper is very happy to be in partnership with the Swain County Commission, and both parties are looking forward to making this adventure a success.

PENNSYLVANIA – ALTOONA: Just recently the Altoona City Council approved a state grant for restoration of the Railroaders Memorial Museum's former Pennsylvania K4 #1361 a 4-6-2 Pacific to running condition, since 1996 workers have been laboring slowly on the assembling of this vintage locomotive. The work is being done in the new Quarter Roundhouse which has the clearance to allow the completion, said Museum Executive Director Larry Salone. He also said the main frame has been completed, inspected, primed and assembled with the steam chest. The boiler has been inspected and ready for assembly onto the main frame for further work. The drivers, rods, etc., are all up to specs and inspected. And now the cab is ready for painting. The museum feels the locomotive could be fired up sometime this year.

Once again it is time to thank the people who took the time to send me the news you have just read. John Biehn, (Dayton R.R. Society), Peter Chapman (United Kingdom), Mike Eagleson (Glen Ridge – N.J.), John Reilly (NRHS N.Y.) and Rich Taylor (New Jersey) and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN



Railroad Museum of Long Island Update by Don Fisher

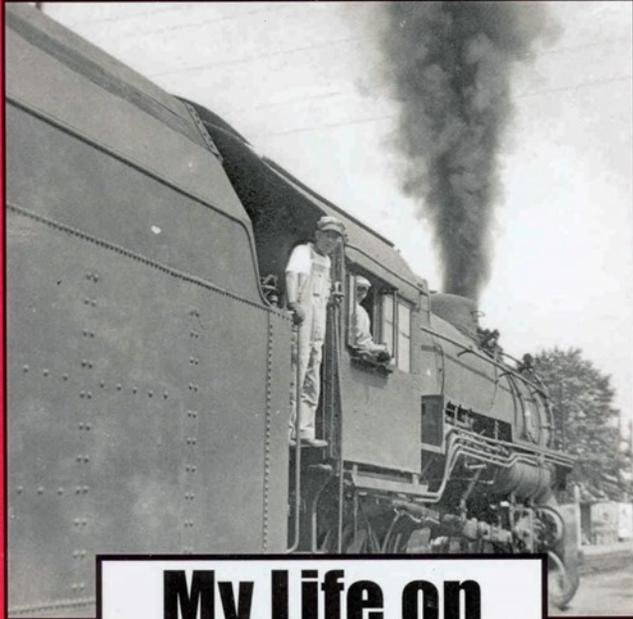
Thanks to the generosity of you, the membership, officers and directors of the LIST, Steam locomotive BEDT 16 once again sets upon her drivers! Donations from the LIST, (and we thank you for your most recent donation of \$600.00), have provided needed resources for all new windows doors and woodwork in No. 16's cab and finish paint that will be applied this spring once the weather gets better. Here, on Tuesday, March 25th, we see the cranes of Long Island Crane and Rigging Service prepare to lift BEDT 16 five feet in the air so we can slide her wheels under her.



As of March 2014, the Engine 39 Restoration Fund has reached \$52,698.39! We still have a long way to go toward sending #39 to Strasburg, Pennsylvania for restoration and operation, but, this is a good first year start and donations continue to come in. The RMLI will continue to fundraise and work toward putting a fire in 39's firebox! We still have a number of Engine 39 Christmas tree ornaments available for \$10.00 a piece at the RMLI gift shops and we will be publishing a sixty-eight page book written by retired LIRR locomotive engineer, Mark E. Smith. With photographs and images contributed by LIST members Gene Collora and George Wybenga, this book of thirty-three years of LIRR memories is not to be missed. All proceeds from the sale of the book and Christmas tree ornaments go to the restoration of Engine 39.



Railroad Museum of Long Island Update cont. by Don Fisher



**My Life on
the L.I.R.R.**
Memories of a Steam
Locomotive Engineer

Mark E. Smith

Join us the day after the March LIST meeting, on Saturday, March 22 at 1:30 PM, (snow date March 29), for our Annual RMLI Educational Forum! This year's discussion and slide show will be presented by LIST member Mr. John Kilbride and is titled "A Fond Look Back at the LIRR's East End." John will present his trackside views of the Long Island Railroad's East End trains in the two decades, (1975-95), he was capturing the operations in what he considers the newer 'Golden Age' of LIRR trains. He'll focus on the Greenport and Montauk service, (as well as a few Oyster Bay and Port Jefferson scenes), as push-pull trains were introduced. Cab ride views will be included as will a historical review of East End service. He'll remind attendees of the years of train orders, meets on single track lines, ALCo locomotives, parlor cars and open vestibules! Don't miss this outstanding talk at the Suffolk County Historical Society, located at 300 West Main Street, Riverhead, two blocks west of the RMLI and across from the LIRR Riverhead Station. Ample free parking is available in the station parking lot. Admission is free.

Riverhead RMLI will open for the 2014 season on Saturday, April 5 at 10:00 AM. Once again, in partnership with the Metropolitan Division Train Collectors Association, (METCA), RMLI will host "A Night at the Museum" the evening of opening day. From 4:00 PM to 9:00 PM we invite a maximum of ten students, eight to fourteen years old, to the Museum to introduce

them and their parent or guardian to the basic skills and joy of model railroading with a focus on safety and local railroad education. A pizza dinner will be served and subjects ranging from railroad safety, toy train history, scenery building and layout electricity will be covered. Each student will leave the program with his or her own scenic diorama. Admission to this program is \$20.00 per student and they must be accompanied by a parent or guardian. First come first served registration may be directed to Don Fisher (RMLI) at dfisher@rmlil.us or Steve Musso (METCA) at stevejmjr@aol.com

Greenport RMLI will open on Saturday, May 24 at 11:00 AM. For our 2014 season we are pleased to announce an exhibit of railroad subjects by Greenport artist Vincent Quartroche, retired LIRR Conductor Harry Burke and students of the Southold Junior Senior High School who will displaying a diorama and presentation on the effect and impact the LIRR played on Long Island agriculture. Please plan a visit to our Museum sites this year to experience the history and excitement of railroading on Long Island.

Long Island Sunrise Trail Chapter
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Post Office Box 507
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Historian Dave Morrison has a series of lectures coming up and has welcomed all who are interested in attending. The dates are as follows:

History of the LIRR Port Jefferson Branch:

March 25 - Wantagh Public Library at 7:30
April 7 - Miller Place Historical Society at 7:30
April 10 - Wading River Historical Society at 7:30
May 8 - Rocky Point Historical Society at 7:30

Long Island Rail Road Station histories:

April 12 - West Babylon Public Library at 2:30pm
April 17 - Yaphank Historical Society at 7:30
April 24 - Baldwin Historical Society at 7:30
June 12 - Bayport/Blue Point Historical Society at 7:00

He is also available to provide lectures. For historical societies, there is no fee. For libraries, there is a \$100 fee with the check to be made out to the Railroad Museum of Long Island.

If any members think that their local historical society or library might like him to present one of his programs, they can contact him at:

David Morrison: 516-935-3145 or daverail999@gmail.com
