



SEMAPHORE



November 2015

The next meeting of LIST will be on **Friday, November 20th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Mike Boland will present a show titled "LIRR MP54s in Glorious Black and White" and it is a comprehensive look at six decades plus of service provided by this venerable MU veteran. The show, all in black and white, covers ALL kinds of LIRR MP54s with all subclasses and is an in-depth history of this car, from 1908 until about 1971 or so when the last cars were removed from service. Many photos to be shown have never been seen before.

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

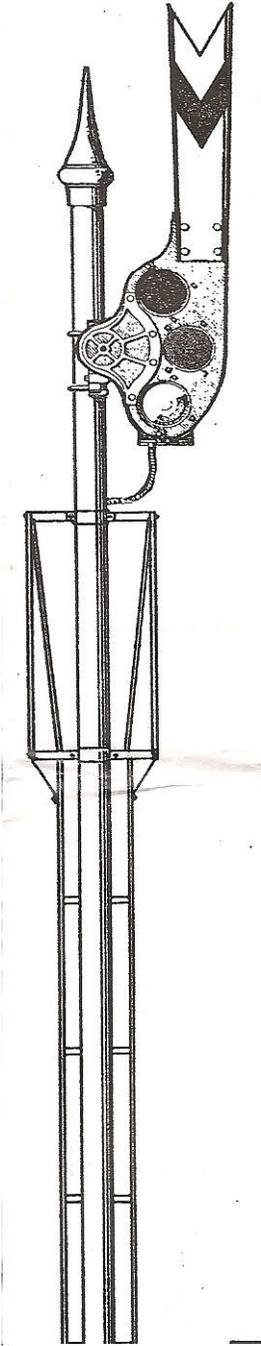
<http://www.nrhs-list.org>

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LIST—NRHS

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THE PUBLICATION OF THE
LONG ISLAND-SUNRISE TRAIL CHAPTER
OF THE
NATIONAL RAILWAY HISTORICAL SOCIETY



LIST Merchandise



The following price list is for LIST members only!



# _____	2016 LIRR calendar	@\$8 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 _____
# _____	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	@\$3 each	Total _____
# _____	The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each	Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$50 each	Total _____
# _____	The Rockaway Trolley by V. Seyfried	@\$50 each	Total _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$30 each	Total _____
# _____	My Life on the LIRR by Mark E. Smith	@\$16 each	Total _____
# _____	100 th Anniversary Jamaica Station pin	@\$3 each	Total _____

Shipping for 1 of the books or calendar, \$3.50. 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]

List Happenings by Steve Quigley

Chapter member Gene Collora, has written a book titled "Steel Road Nostalgia, Volume 1: The Northeast." This book contains over 90 black + white images of northeast railroading from the 1950's to the 1970's. We will be ordering copies for Chapter members and as usual, members will receive a discount off the retail price. As soon as we receive them, ordering information will be noted in the Semaphore.

Due renewal is included in this edition of the Semaphore. You will all receive a renewal notice from our Chapter and the annual Chapter dues will remain at \$15. We are no longer requiring you to be a member of the NRHS in order to be a member of LIST. The NRHS will be sending you separately a renewal notice and the NRHS renewal notice DOES NOT includes LIST dues.

Our Treasurer, Alan Mark, would appreciate it if you sent back your renewal dues in a timely basis.

Our 2016 LIRR Calendar is in stock but believe it or not we have sold over 75% of the calendars by the beginning of November. We do not save them for anyone so if you want to buy one or two [or more] BUY THE CALENDAR NOW!

The NY Tax is on the shipping and handling for those members living in NY State.

PLEASE INCLUDE \$3.50 FOR SHIPPING IF YOU ARE ORDERING ONE CALENDAR AND \$5 IF YOU ARE ORDERING 2 -4 CALENDARS. 5 CALENDARS AND OVER, PLEASE CONTACT ME FOR SHIPPING COST.

As usual, we will not limit the amount of calendars that chapter members may purchase as we have found many people give them as gifts.

JUST A REMINDER, PLEASE INCLUDE THE SALES TAX IF YOU LIVE IN NEW YOURK STATE. THE SALES TAX IS ON THE TOTAL OF THE MERCHADISE AND THE SHIPPING COST.

I would like to mention in the Semaphore all Chapter members who have written and published a book,

If you have written a book whether or not it is on the LIRR, please send me the information and I will note it in the Semaphore.

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 [sooner or later]. My e mail address is csquigley@optonline.net and my telephone # is **631-487-4766**. Please email your articles.

Steve



The Long Island Sunrise Trail Chapter of the National Railway Historical Society is a non-profit 501c3 Educational Organization. The Chapter was founded in 1966 to serve the Long Island area. The SEMAPHORE is the official publication of the Chapter. Articles appearing herein do not necessarily express the attitude of the Chapter or the NRHS. Please address all correspondence and membership inquiries to: LIST-NRHS, PO Box 507, Babylon, New York 11702-0507

Stephen F. Quigley, President

Steven R. Torborg, Editor

Long Island Rail Road News by Steve Quigley

Several diverse items regarding the LIRR and/or its real estate have been in the news recently.

The LIRRs East Side Access project is currently the largest transit infrastructure project underway in the U.S. The cost is budgeted to be \$10.2 billion when completed and it is expected to bring 160,000 LIRR commuters to a new 350,000 square foot station beneath G C T each day.

The first MTA guided press tour in two years recently took place to show the progress that has been reached. It is estimated that the project is approximately 60% complete and the MTA has committed about 80% of the budget to complete the project. The project is expected to be completed by the year 2020 but the MTA has given itself a 2 year contingency cushion.

Almost two years ago, Chapters members were afforded a guided tour of the planned LIRR station under Grand Central Terminal and at that time it was fascinating. If we are able to plan an additional tour, I will let you know.

East Side Access is part of the recently unveiled \$26.1 Billion five year capital program. The agreement was reached between NY State, NY City and the MTA during the second week of October. The MTA plan includes \$2.8 Billion to complete East Side Access, \$250 Million to complete the double tracking of the Main Line between Farmingdale and Ronkonkoma as well as \$465 Million to purchase 164 new M-9 cars. \$40 million is slated to build a station in Elmhurst and \$196 million to fund the PTC system for the LIRR and Metro-North.

The LIRR has named Elisa Picca as its new Executive Vice-President. Ms. Picca has served the LIRR for 28 years with most recently as its Chief Planning Officer and head of Strategic Investments. Picca will continue to oversee strategic planning as well as directing Service Planning, Procurement, and Public Affairs/Market Development.

Hurricane Sandy which occurred in October 2012, left behind millions of dollars in damage to Long Island including the LIRR. It appears that when 2 of the tunnels under the East River flooded, Sandy left behind salts and other chemicals that has caused corrosion of the walls, tracks and electrical equipment and repairs are years away. As you know, the tunnels under the East River are owned by Amtrak and it is stated that each tube is physically inspected twice a week by track inspectors. Spokespeople for Amtrak have state that Amtrak does not have the money to repair the damage caused by Sandy in part because a federal court ruled the maximum insurance payout to be be \$125 million while it is estimated to cost \$325 million to complete the repairs. Amtrak has stated that it will take 5 years to complete the repairs even if provided all the necessary monies.

The tunnels concrete bench walls which house wiring and other equipment appear to have suffered the most damage with cracks, one of which is 500' long as well as holes in the walls. However, structural engineers have stated that there are no indications that the tunnels are unsound but it's something that has to be watched closely say the experts.

It is estimated that the LIRR had \$300 million in Sandy related damage with the Long Beach line hit the hardest. The yard at Long Beach was completely flooded with extensive damage to the electrical equipment that controls the switches and signals among other items. A new back up emergency generator is in place for the Wreck Lead Bridge which is the LIRR Bridge over Reynolds Channel.

LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: FREIGHT CARS ON THE LIRR PT. 2

I've written so very much in the past decades about the many, many passenger cars and locomotives used by the LIRR over the years and it's been fun. I really have ignored—until now—the freight car scene on the Long Island so this extended feature will attempt to answer the question: what kind of freight cars were found on the LIRR? The answer, of course, is many kinds—but not all kinds—and it depended on what era or time frame I'm talking about. I'm really not going to talk too much about the New York and Atlantic era because I'm saving that for another time. The era I'm talking about here is the 1950s-1960s, a very popular era for most model railroaders.

Obviously, there are certain types of freight cars that you won't see on Long Island and the LIRR. Autorack cars are something that you won't see here. Stock cars...no way! Huge hoppers that carry grain will not be found here. Large 86-foot and 60-foot auto parts will also not be seen here but 60-foot boxcars have run on the LIRR. I'll include chemical tank cars here, too but there may have been a few over the years and the NY&A does handle propane tank cars. Regular hoppers haven't been seen in some time but there was a time when there were lots of hoppers carrying coal on the LIRR. The Long Beach Branch regularly saw long coal trains with hoppers carrying coal to a LILCO facility in Island Park that produced electricity by burning coal.

Not surprisingly, the type of freight car that visited the rails of the LIRR was the ubiquitous boxcar, probably the 40- and 50-foot versions. As I said earlier, the LIRR occasionally got a 60-foot boxcar but not too often. During the NY&A era, there have been visits by different versions of the 60-foot insulated so-called "beer cars." Generally speaking, though, it was the 40- and 50-foot boxcars that made up over 90% of LIRR freight trains. Single-door, narrow door, wide door, double door, plug door, plug and sliding door...there were all kinds of doors on all kinds of cars. Until the 1960s, there were wooden boxcars, too and with a number of refrigerator cars coming to the LIRR, a number of them were made of wood. In the early days, there must have certainly been 36-foot refrigerator cars and milk cars as well.

Hoppers delivered coal and most likely were from nearby roads—B&O, WM, N&W, PRR and ballast that came from NH hoppers, but as oil replaced coal, coal traffic declined. It was probably all gone by the 1970s.

Flatcars and gondolas were two more types of cars that saw much service on Long Island.

Gondolas certainly outnumbered flatcars but both carried all kinds of loads and present interesting modeling possibilities. Of all the types of freight cars, no car was abused as much as the gondola. That's why it really is important to distress your gondolas and have them really show their wear and tear. I hope to do a feature on this sometime soon and don't forget to give the inside of your gondola that distressed and rusty look. And give it lots of scrap and debris. Happy modeling!



Stack Talk by Neil Moran

NEW MEXICO – ALBUQUERQUE: Everything about the effort to restore steam locomotive from Santa Fe #2926 a huge 4-8-4 to working order is immense. The locomotive itself and the complexity of the project as well as the timeless volunteers who kept on working on this massive project year after year. “We are in our 13th year now of what was originally a two-year project” said Frank Gerstle past President of the New Mexico Steam Locomotive Society. Santa Fe #2926 a 1944 former Atchison Topeka and Santa Fe Railway that’s located at a fenced in property at the intersection of Eight Street very close to the interstate 80. So far the project has cost a little over \$2 million all provided by donations and the efforts of over 125,000 volunteer hours. But now the end is now in sight “just getting the tender repaired took us four years which took much longer than expected and now we can see the light at the end of the tunnel said Frank Gerstle”. This massive 4-8-4 stands 18 feet tall and weighs 515,150 lbs. The bearings weigh 375 pounds each. It’s driving wheels are 80 inches in diameter with 3 miles of steel tubing in the boiler. Santa Fe #2926 worked from 1944 to 1953, carrying both freight and passengers from Kansas City through Albuquerque to Los Angeles and into San Diego, with stops in Kansas City, Topeka, Albuquerque and Clovis engine facilities.

WYOMING – CHEYENNE: Serious work is still being done on Union Pacific’s 4-8-4 #844 Northern type. Heavy repairs continue on staybolts and staybolt caps. Some will need a complete replacement. All surfaces to the boiler are being carefully checked. The workers are also putting in a new cab floor and running boards, along with caps and sleeves, studs and cab bracket. Some of these parts will be brand new strangely there has been little news about “Big Boy” #4014. But that’s about to change. As of now coil springs, and a KJ type staybolt materials, plus new rivets and other firebox material will be worked on. Soon all the surface of the boiler will be checked and replaced where needed. Then the boiler itself will be inspected, and that dear readers will be a monumental job. Getting back to the #844, U.P. has scheduled her already for operation in 2016. Good News indeed!

OHIO – NELSONVILLE: Two months ago the Hocking Valley Scenic Railroad announced finally that their #3 an 0-6-0 would start to power their trips out of Nelsonville, Ohio. These trips started on October 3-4 and again on October 17-18. More dates were announced but not confirmed for the 24th and 25th. The number #3 was built in 1920 by the Baldwin Locomotive Works. It was assigned to the Ohio Power Company where she served faithfully till it’s return during the 1950’s. Back in 2000 the 0-6-0 switcher was pulled out from storage, and a group of volunteers started to work on her to bring it back to running condition. This project was all done by volunteers and as I stated before their effort were rewarded when #3 powered a trip this past October 3rd. That was the first steam excursion Nelsonville witnessed in over 20 years on that line. Bravo!!

KENTUCKY – NEW HAVEN: Former U.S. Transportation Corporation #5002 as 0-6-0T steam engine was built by the H.K. Porter Company in 1942. She was supposed to be shipped overseas during the war effort, but she remained in the United States working in Philadelphia Navy Yard until the 1950’s. Years later in the 1960’s it was sold to the Tombstone Junction Railroad near Cumberland Falls, Kentucky. Their workers attempted to restore the engine and were successful. But the engine was not powerful enough. The #5002 was then “stuffed and mounted” outside in the park until 1992 when the park closed.

Stack Talk...continued by Neil Moran

Later it was sold to a private contractor who moved the locomotive to the Kentucky Railway Museum in New Haven. Once again the switcher will be sent to the Colebrookdale Railroad in Boyertown, Ky. The group now in charge is called Project 2, as it is the second locomotive they are restoring.

NEW YORK – UTICA: Recently a runaway train car smashed into an antique steam locomotive in Utica, New York causing the 0-6-0 switcher to hit a building. Investigators said a 13-year boy somehow released the brakes on the rail car that was carrying plastic pellets. The car then traveled down the tracks which is owned by the New York, Susquehanna & Western Line that connects to a CSX Line. When the runaway car hit the stationary steam locomotive it forced the engine back into a nearby pedestrian bridge causing heavy damage to a station wall. Luckily no injuries were reported but locomotive was badly damaged. She is a former New York Central 0-6-0 #6271 built by the Alco Company in 1913 and now owned by the Utica and Mohawk Chapter NRHS. Several of the crew pulled the locomotive out of from under the tower supporting Utica Union Stations' pedestrian bridge. The 102-year-old engine had been stuck inside the tower since July 21 when the railcar struck the #6271. Damage from the incident is expected to exceed \$1 million. Surprisingly the teenager who caused the accident has not been charged as of yet!!

PENNSYLVANIA – SCRANTON: The following story is indeed one for the books! On September 5th #765 Berkshire ran an excursion out of Scranton, Pennsylvania. The trip departed from Steamtown and traveled over former Delaware & Lackawanna tracks. As the locomotive and it's 13 car train approached the Nay Aug Tunnel the #765 began to slip due to someone applying grease to the rails. The train quickly lost speed and barely made it through the tunnel at 7 mph. As the locomotive came out of the tunnel it was quite apparent that someone had greased the rails. There too the #765 came to a stop while slipping badly. With the train now stalled, Rich Melvin choose to back down the grade into the tunnel. Once again the #765 started to move forward after the crew had sanded the rail. This time Rich Melvin was successful with the engine barking loudly over the greased rails to her destination. Here is what Rich Melvin said afterwards "the whole incident made me very angry. The person or persons who greased those rails has no idea how dangerous it was, the locomotive could have been seriously damaged in violent slips. If I couldn't have gotten the train moving again during our second attempt the excursion could have been delayed who knows how long" Some people said it was likely not grease on the rail but condensation from the tunnel. But Rich Melvin was not buying that excuse. "He again said "the rails were definitely greased". The Berkshires #765 had no trouble getting through that same location on the Monday the following day. Mr. Melvin went on to chastise rail fans by asking them to take a look themselves and their action, citing actions such as greasing rails could destroy what rail fans love so much. When thoughtless rail fans pull pranks like this it could have shut down the future excursions for good!! People, People please be more responsible.

Now it's time to thank all the people who send me the news you just read about John Biehn (Dayton Ohio Railroad Society), Peter Chatman (London, England), Richard Taylor (New York Railroad Enthusiast) and from your humblest servant in Steam!! And remember: Steam Never Dies!

UNTIL OUR TRACKS CROSS AGAIN

HAPPY THANKSGIVING TO EVERYONE

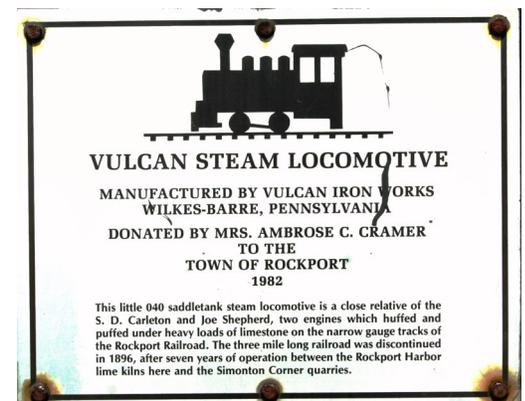
A Long Island Steam Survivor by Edward M. Koehler Jr.

Apparently the original plans of the Degnon Realty and Terminal Improvement began to run afoul of the rising economic costs of the First World War so a portion of the original 700 city lots purchased by that firm were transferred to another Degnon entity, the Queens Subway Apartment and Loft Building Corporation. The aim of the new firm was to build four and five story residential apartment buildings out of some scattered industrial loft buildings in the Degnon Terminal area. The firm was also to build some low rise structures for light industry.

During 1922 an additional plot of land at Hunts Point and Skillman Avenues was acquired and a loft type building constructed on it, this building was designed with a railroad siding which had a capacity of six freight cars. During the construction of this building, three narrow gauge steam locomotives were acquired to move materials around the construction site. After completion this building would be switched by the standard gauge Degnon Terminal Railway. Surprisingly at least one of these locomotives survives to the present day; it is possible a second one also still exists.

Vulcan Iron Works serial number 3380 was constructed in Wilkes-Barre, Pennsylvania during September 1923 for the Queens Subway Apartment and Loft Building Corporation as their number 3. Building duties in Long Island City being over, the locomotive was sold on an unknown date to John S. Lane and Sons, then to Basalt Trap Rock Company in January 1943. The locomotive was rebuilt by the Madden Boiler Works of Hollidaysburg, Pennsylvania in April 1948 and passed to the Kovalchick Salvage firm who resold it to Mrs. Ambrose C. Cramer during 1982. Mrs. Cramer donated it to the Camden – Rockport Historical Society who displayed it lettered as 'Rockport Railroad' at the town dock in Rockport, Maine. Ownership of this locomotive has subsequently been transferred to the Town of Rockland.

Sister locomotive number 1 eventually passed to the Cheney Lime and Cement Company in Allgood, Alabama and was recently photographed stored in a building.



<u>CLASS</u>	<u>NUMBER</u>	<u>BUILDER</u>	<u>SERIAL</u>	<u>DATE</u>
	1 to 2	Vulcan Iron Works	3340, 3374	8/1923
	3	Vulcan Iron Works	3380	9/1923

These are three 0-4-0T thirty-six inch gauge steam locomotives with 9x14 cylinders and 28½ inch diameter drivers. These three locomotives were built as Queens Subway Apartment and Loft Building Corporation numbers 1 to 3. Locomotive 1 was sold to the Chase Metal Works on an unknown date, on January 27, 1931 the locomotive was sold to the Grey Steel Products Company, and on March 24, 1932 was sold to the Cheney Lime and Cement Company as their number 1; this locomotive remains stored in Allgood, Alabama as of 2012. The locomotive 2 as sold to the American Clay Products firm on an unknown date; there is no further information about this locomotive. Locomotive 3 was sold on an unknown date to John S. Lane and Sons, then to Basalt Trap Rock Company in January 1943. The locomotive was rebuilt by the Madden Boiler Works of Hollidaysburg, Pennsylvania in April 1948 and passed to the Kovalchick Salvage firm who resold it to the Camden – Rockport Historical Society who display it lettered as 'Rockport Railroad' in Rockport, Maine.

Upcoming Holiday Events



Santa Claus is coming to town, and next month you'll be able to see him at your local railroad museum!



Railroad Museum of Long Island

Holiday Open House

Saturday and Sunday, 11:30am to 3:00pm

Greenport: December 5th and 6th

440 4th Street, Greenport, New York

Riverhead: December 12th and 13th

416 Griffing Avenue, Riverhead, New York



Oyster Bay Railroad Museum

Holiday Express

Saturday and Sunday, 12 noon to 4:00pm

102 Audrey Avenue, Oyster Bay, New York



For more information, visit the websites at:

www.rml.org

www.obrm.org

Or...

Check them out on Facebook!

Long Island Sunrise Trail Chapter
National Railway Historical Society
Post Office Box 507
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*Happy Thanksgiving to all of our
members and their families*



From your family at LIST-NRHS