



SEMAPHORE



September 2016

The next meeting of LIST will be on **Friday, September 16th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Ed Koehler will provide a presentation on the Steam and Electric Locomotives of the Pennsylvania Railroad.

See rear cover for details!

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

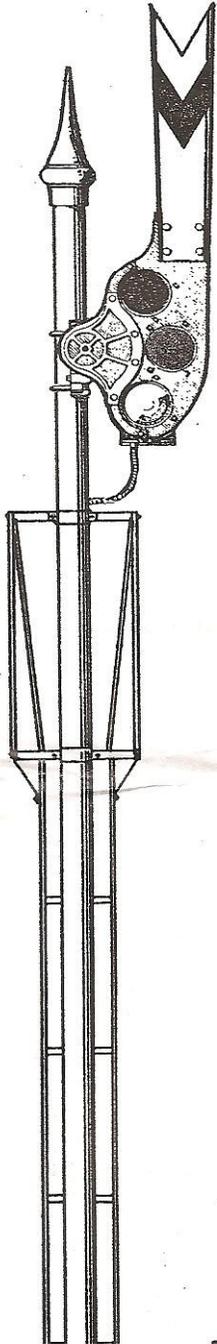
LIST-NRHS.org

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!



# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	From a Nickel to a Token by A. Sparberg	@ \$25 each Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each Total _____
# _____	Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 each Total _____
# _____	Steel Road Nostalgia, Vol.2 the Northeast	@\$32 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 LIRR, In Color Power 1952-2015	@\$48 each Total _____
# _____	The Cast Iron Eagles of Grand Central	@\$3 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 _____

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

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping]



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

Welcome back, I hope you all had an enjoyable summer! Here on L. I., we had a hot summer but I was fortunate in that throughout the entire summer, not once was I on a LIRR train that did not have adequate air conditioning!

As this is the 50th Anniversary of the L.I. S. T., we are planning on a special guest presenter at the October Chapter meeting. At the present time, the presenter is expected to be a Senior Executive of the LIRR. More details to follow in the October edition of the Semaphore.

The annual elections were conducted at the June Chapter meeting. The slates of officers are as follows:

Board members are Michael Boland, Robert Cecere, Kenneth Katta and Kenneth Raffele. The Secretary is Steven Rappaport, The Treasurer is Alan Mark, The Vice President is Robert Myers and the President, Stephen Quigley.

We have an open position on the board. If you wish to be a member of the board or make a contribution in another capacity, please let me know by phone call, email or see me at the Chapter meetings. Help in any manner is always appreciated.

Chapter member Bob Sturm has written a book titled "SS United States The view from down below." It is an insider's view of the history, construction, operation and secrets of the transatlantic cruise liner, the SS United States. If you are interested in purchasing a copy, please e mail or call me and I will put you in touch with the author.

Chapter member Dave Morrison has written a book on Sunnyside Yard and the Hellgate Bridge. More details to follow soon.

Chapter member Art Erdman has written another book on the LIRR. It is titled "Long Island Rail Road Power In Color 1952 to 2015." As usual, Chapter members receive a discount off the retail price. Please see the order form in this edition of the Semaphore.

Our Chapters 2017 LIRR calendar should be available shortly. We will have it in time for our October meeting. We expect the member's price to remain as it was last year. As usual, the calendar is printed here in the U.S., more specifically Pennsylvania. This calendar contains a wide variety of photos of the people, places and equipment of the LIRR.

We are looking for photos of the LIRR from any era to be placed on our website. We now have the capability to have your photos on our website which is LIST-NRHS.org. WE WANT YOUR PHOTOS TODAY so send them to me and I will have them placed on our website. However, the photos are to be sent to me by email so if you have prints or slides, have them scanned so they can be sent to me by e mail. You will be given appropriate credit.

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



LIRR NEWS by Steve Quigley

There were many things happening on the LIRR this summer!

1] On August 22, a work train completed the first phase of the LIRR's double track project between Farmingdale and Ronkonkoma. Work began on the first phase of the double track last August. The 2nd phase includes designing a new station near Republic Airport in East Farmingdale is scheduled to be completed in 2018.

LIRR officials have said that doubling the capacity on a portion of the heavily traveled Ronkonkoma line will allow the LIRR to operate more trains and recover more quickly from a service disruption in the area.

2] Currently, there is a Black & White photo display at the Suffolk County Historical Society Museum in Riverhead. More than 70 images from glass plate negatives in Hal Fullerton's Long Island: The Lure of The Land chronicle turn of the 20th Century Long Island. Fullerton was an impresario and early photographer who promoted Long Island for the Long Island Rail Road after he was hired as a special agent in 1897. Fullerton's photos were a visual journey of daily life. The images range from LI agriculture and farms to workers sorting oysters to pictures taking target practice at a Spanish American War camp.

The Historical Society has approximately 2,500 glass plate negatives in its archives. The negatives were once stored in an outbuilding on Hal and Edith Fullerton's farm in East Setauket. Fullerton retired from the LIRR in 1927 and dies in 1935. The negatives were donated to the Museum in 1949. The exhibit is on display until December 23rd of this year.

3] The LIRR is considering impacts on station parking, air quality and emergency services response time as it goes forward with the plan to build a third track between Floral Park and Riverhead. The LIRR issued its final scoping document for the proposal to construct a 9.8 mile track along the Main Line. This document includes feedback from 750 public documents made in May and June. Construction could begin as early as 2017 and last 3 to 4 years. The new revised proposal does not require taking any residential properties along this section of track.

"The third track will have an undeniably positive impact on our regional economy that will be felt from our largest companies to our small business owners" said Kevin Law whom is the co-chairman of Right Track for Long Island Coalition.

If you wish to read further information, please see www.aModernLI.com

4] The LIRR's new mobile ticketing app is now available for use on all branches which allows riders to use their mobile phones as a ticket. This was effective as of August 22nd. The system also rolled out on Metro-North. Mobile ticketing lets riders buy and use train tickets anytime and use train tickets anywhere from their mobile devices. Customers can download the free MTA app on their iPhone. Riders can activate their ticket on the app and display it to the conductor.

[I have spoken with several crew members who like the device and find that it was necessary to introduce the technology to today's evolving technology.

THE LIRR MODELER by Mike Boland

This Month's Feature:

***A HEAVYWEIGHT PARLOR-LOUNGE CAR YOU CAN MODEL:
LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 2***

Welcome back after a glorious and HOT summer! I'm going right to work here as I selected a different type of car to model. This is a car that presents something of a challenge and requires a bit of work but it is worth the effort.

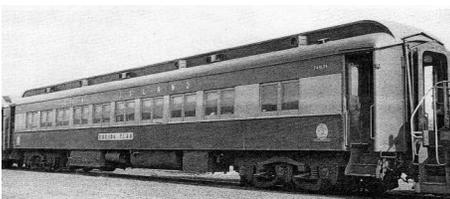
The car I am speaking about is from what I consider the great era of LIRR parlor car operations in the early to late 1960s. Of course I'm talking about Walt McNamara's "Blue-ribbon Fleet" of heavyweight Pullman parlors and in this case the car is 2036 ONEIDA CLUB. This car was one of several parlor-lounge cars of the heavyweight design, all built by Pullman and all coming over from the Pennsylvania Railroad, the one-time parent of the LIRR. In addition to its fleet of heavyweight ex-Pullman 28-1 chair cars with 28 seats and 1 drawing room that sat 5 passengers, the LIRR had five "club" cars that were parlor-lounge cars. Three of these cars were similar: 2032 CAYUGA CLUB, 2033 MOHAWK CLUB and 2034 SENECA CLUB. These three cars were 12 parlor chairs-20 lounge seats-1 drawing room with a seating capacity of 37 passengers per car. Then there was 2035 ONONDAGA CLUB, a 20-parlor chair 10-seat lounge-1 drawing room-4 table car. There was also a dining car! Car 2037 TUSCARORA CLUB was a dining car when first operated by the LIRR after it was purchased from the Lehigh Valley Railroad and it had 23 lounge seats and tables for 16 people. It would later lose its dining car status and operation and run as a lounge car. It was also be renamed when it was painted in MTA colors.

I hope to model ALL these cars in the future and they all present unusual modeling hurdles or challenges, depending on how accurate one wants to model each car. With the exception of ONEIDA CLUB, the cars I have mentioned all have a single vestibule, which presents some work if you want to convert a Walthers or Branchline Pullman passenger car.

I started with ONEIDA CLUB, a car that had vestibules at BOTH ends. Unlike just about all the other Pullmans, this car does NOT have the signature "pedimented" Pullman square roof as viewed from the end of the car. Because of this, I could not use a conventional Pullman car so I used another Walthers car, the heavyweight paired-window coach. I acquired an undecorated version, #932-10100.

With a minimum of work, this car will make a very good ONEIDA CLUB.

More about this car next time as my series continues. Happy modeling!



Gene Collora photo published in "The Route of the Weekend Chief", Autumn 1995 issue of The Keystone / Scan by Jack Deasy

Happy modeling and see you in September when we continue!



ONEIDA CLUB laying up at station platform at Montauk, NY in 1969

Jules P. Krzenski photo, Dave Keller archive

Stack Talk by Neil Moran

I sincerely hope that all my readers had a pleasant summer riding behind a steam locomotive at some point in time. Now we'll go "across the pond" for our first piece of news on steam locomotives.

CANADA – EDMONTON, ALBERTA: I'm happy to report that #1392 is alive and well. She is a former Canadian Northern Railway 10 wheeler (4-6-0) built in 1913 by the Montreal Locomotive Works. This engine was originally used for passenger service and was among the first ten wheelers to operate into Edmonton on the Canadian Northern Railway. She continued pulling mixed and way freight for the Canadian Northern Railway. During her later years #1392 served on work trains in Alberta. She was finally retired in 1952 and was put on static display at the Edmonton Exhibition grounds. The engine has already been under steam at the Alberta Railway Museum's Heritage Day Weekend on July 30,31 and August 1st and will probably run again sometime in August.

OREGON - TILLAMOOK: Back in 1909 a group of Wisconsin pioneers began construction on the Craig Mountain Lubber Company and Saw Mill in Lewis County, Idaho. The mill became not only the largest in Northern Idaho but contained up to date machinery. It was considered the finest of its class. In September 1909 the CML Company began constructing an 11-mile rail line to expand their lumber company to Craig Junction where it could transfer to the Camas Prairie line. Service began in 1911 with passenger and freight service running twice a day. A Heisler steam locomotive will now join the active roster on the Oregon Coast Scenic Railroad as soon as some minor repairs are made. This engine was constructed by Heisler Locomotive Works in September 1917. The rail road is also planning a Heisler Double Headed with Curtis Lumber #2 and Craig Mountain #3 which will run this month and they promise a lot of whistle blowing.

CALIFORNIA - SAN FRANCISCO: Yes that "city by the bay" has some steam news to write about. No. 4 is an 0-6-0 switching steam locomotive which was built by the Vulcan Iron Works in Pennsylvania for the State Board of Harbor Commissioners for use on the State Belt Railroad of California along the San Francisco waterfront. No. 4 was Vulcan's first oil burning engine that had a closed cab when built that was changed to an open one upon its arrival in San Francisco. When taken out of service No. 4 had a unique and diverse career that included Short Line Industrial Railroad. From there it went to Utah for possible restoration but that did not happen and was sent back to San Francisco. Currently she is being restored by the San Francisco Trains Club which are a group of volunteers working to preserve the locomotive. The purpose of the restoration is to educate the public on the past and potential future of railroads. To do this they perform presentations on San Francisco Railroading history and on the state belt #4 during public meetings, community groups and of course at schools.

UTAH – OGDEN: The Golden Spike chapter of the Railway and Locomotive Historical Society has taken on the task of restoring former D&RGW Railroad steam engine #223 a 2-8-0 Consol built in 1881. Right now the group is working on the completion of a new tender tank. Earlier this year the boiler was removed from the frame and the running gear was also brought into the shop for repairs. This work was made possible by the generous donation of the Waystaff Crane Company. Although the pace of the project is slow the group has made considerable progress in spite of the number of volunteers available. Locomotive #223 was built in 1881 by the Grant locomotive Works. In 1881 the Baldwin Locomotive Works was unable to fill an order of 2-8-0's from the D&RGW so part of the contract went to the Grant Company to build the Class 16 engines. No. 223 began its career on the D&RG in 1892.

Stack Talk...continued by Neil Moran

Unfortunately, the engine house caught fire at the Salida Shop but was rebuilt. But "Murphy's Law" struck again and another fire almost destroyed the engine house a second time. At this time sister engine #218 was damaged but #223 escaped with no damage. That fire took place in 1905. In 1907 the #223 and another C&G class were leased to the Rio Grande Southern Railroad but returned to the D&RG in 1922. According to records the #223 final service location was on the Baldwin Branche's wooden bridge crossing. Due to weight restrictions on that wooden bridges the Class 16's were the only engines allowed on that branch line up until 1941.

TEXAS – SAN ANTONIO: The friends of the SP 794 a division of the San Antonio Railroad Heritage Museum is dedicated to the operational restoration of former Southern Pacific Steam Engine #794. She was built in 1916 by the Alco Company and in a 2-8-2 Mikado type. It is one of the four remaining Texas and New Orleans (SP's subsidiary in Texas and Louisiana) class Mk5 2-8-2 steam locomotives in existence. As stated before it was placed into service in October 1916 and ran up until 1957. At that time, she was donated to the City of San Antonio in 1957 when it was put on display at the San Antonio Amtrak station. A number of years ago SARHN Railroad contacted Mr. Stott Lindsey of Steam Operations Corporation to come and perform an onsite evaluation to determine the condition of the locomotive. Mr. Lindsey was very impressed with the condition of the locomotive and fully agreed the #757 was indeed restorable. But it will cost one million dollars due to fact that the engine had been sitting outside for over 50 years with little to no care. Undaunted the group is moving forward as work ahead consisted of removing all the piping, exterior appliances and then removing the boiler jacketing, and finally sand blasting of the boilers surface. This work alone will cost over \$75,000. Phase two will begin much later. The goal is to have #794 rebuilt and ready to participate in the 2018 San Antonio Centennial and have her ready as one of the main attractions.

TENNESSEE – NASHVILLE: The Nashville Steam Preservation Society is a nonprofit organization made up of nationally respected railway preservation experts and business people as well as historians. They are currently seeking an agreement with the Metro Nashville to lease the Nashville, Chattanooga & St Louis former main line steam locomotive and restore it to service. NC&STL Superintendent of Machinery CM Darden was a visionary in the world of steam and his hard work created a light weight high powered 4-8-4 that was capable of handling traffic over the 15 grades of the railroad. Locomotive #576 was built by Arco in 1942 and is a 4-8-4. The unique fact about this engine is that almost none of her components were hung from the boiler. The air tanks, majority of the piping and running boards were all supported by the one-piece frame. In July the inspections of the firebox and the boiler took place. This included the removal and inspection of the wash out plugs, visual interior boiler inspections revealed a very clean boiler with minimal scale. Later that day inspection of the driving axle, roller bearings and journal boxes was done. All the parts were reusable. Later that month the smokebox door was opened which revealed a very well-sealed unit and almost a new smokebox interior. The conclusions of the inspections proved that the #576 is indeed very restorable. And now the group will present its findings to the City of Nashville this month. She is currently on display in the city of Nashville, Tennessee since 1953 at the National Centennial0 Park.

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

UNTIL OUR TRACKS CROSS AGAIN

N & W #611 Excursions Courtesy Roanoke Chapter NRHS

With the Manassas trips now behind us, the 611's 2016 excursion season has come to a close. I would like to take a moment and thank all of the Chapter members who volunteered to car host, serve in first class, or work in the commissary for the trips this year. They were long and busy days and I hope that everyone managed to have a good time and has gotten some rest.

The trips from Greensboro to Roanoke and back in late April were the longest of the season, with the crew reporting at 5:15 am and getting off the train after 8 pm. April 23rd and 24th also involved the most complex food service of the season. First class staff served a hot breakfast in the morning and an afternoon meal on the return trip to Greensboro. Coach passengers got breakfast sandwiches and afternoon snacks as well. These trips ran north out of Greensboro on the Southern mainline to Hurt, VA, and then west on the Virginian to Roanoke. The train entered the City via the Tinker Creek Connection and down the N&W main line, letting the passengers off behind the O. Winston Link museum for a 3-hour layover. These trips ran very well, arriving early both days in Roanoke and Greensboro.

In early May, we returned to a traditional excursion route out of Roanoke. On both May 7th and 8th, round trips from Roanoke to Lynchburg and back ran in the morning and Roanoke to Walton and back in the afternoon. The trips up the Blue Ridge and Christiansburg grades always offer passengers interesting scenery, no matter what time of year. These trips ran smoothly as well, with the 611 keeping to the schedule even with a 20 car train.

On the 4th and 5th of June, the 611 finished out the 2016 season running excursions from Manassas, VA to Riverton Junction and back over the Southern B-line. The consist for the excursion train changed slightly for these trips, with 2 fewer long dome cars and one more lounge, two more coaches, and one fewer

"Chairman's Class" car at the tail end of the train. We ran on-time most of this weekend as well, even working against steep grades and slick rails on Sunday. These trips provided an additional challenge, in that the excursion train had to load and unload in the Manassas station in between arrivals by VRE and Amtrak to avoid conflicting with existing schedules.



611 westbound at Shawsville. Photo by Kenneth L. Miller

Connecticut Antique Machinery Association 2016 Fall Festival

2016 Marks CAMA's 32nd Anniversary of our famous Kent Fall Festival

Here are the preliminary* particulars. NOTE: *Watch this page as it will be updated as the date approaches.

DATES: Friday, Saturday, and Sunday, September 23, 24, 25, 2016 (Three days)

HOURS: 10:00 AM to 4:00 PM each day for spectators.

ADDRESS: CAMA museum grounds, 31 Kent-Cornwall Rd. (Rt. 7), Kent, CT (click for map)

This event is held rain or shine. We have plenty of indoor shelter.

Multiple food vendors available. Don't miss CAMA's famous "Engineer's Vegetable Beef Soup" and pie with ice cream. Plus, great food from area service organizations.

ADMISSION FEES: \$10 for adults/teens, \$5 children age 6-12, free for children age 5 or less. Free for CAMA members.



CAMA's 2015 Fall Festival was a great success attracting near record crowds for all three days. The weather was perfect all three days and festival-goers were in the mood to see machines. We have every intention of making our 2016 edition a fitting follow-up.

Our restored drag saw will be demonstrated, as well as our American #1 sawmill. Both have plenty of logs to be cut. There will be demonstrations throughout the weekend of the sawmill, as well as our other wood handling machinery including an antique planer and a splitter. All this in our consolidated wood handling area at the north end of the exhibit field.

Skip Kern, our lead man in the Blacksmith Shop, plans a full weekend of demonstrations along with a number of other area blacksmiths setting up shop in and near ours.

In the Industrial Hall of Steam, there will be live demonstrations of our various antique steam engines. We will be running the Nagle-Corliss engine that saw its operational debut at our 2015 show.

Besides all of CAMA's permanent exhibits, the grounds will be filled with vendors and outside exhibitors that have brought items to be sold, or shown off.

For more information, visit us on the web: <http://www.ctamachinery.com/2012-fall-festival/>

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National Railway Historical Society
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SEPTEMBER LIST MEETING PRESENTATION,, BY ED KOEHLER
STEAM AND ELECTRIC LOCOMOTIVES OF
THE PENNSYLVANIA RAILROAD:

This is a PowerPoint® presentation consisting of traditional black and white images of steam locomotives operated by the Pennsylvania Railroad. The show begins with a quick look at a map of the Pennsylvania Railroad and a discussion of 'The Standard Railroad of the World's operating practices. Also included is a look at the subsidiary Long Island Road whose locomotives were brought into the Pennsylvania Railroad classification system. There may be a few surprises in the steam locomotive part of this presentation with a 2-6-2 passenger express locomotive, a narrow gauge 2-6-0, and a Wooten firebox camelback; all had a place on the Pennsy roster! There is a separation of PRR steam motive power designs pre 1925 and post 1938 in this slide show. Also covered is the development of electric locomotives on the 'Big Red Subway' showing that it wasn't always just GG-1's. This presentation runs about an hour. A six page handout containing two maps, a short bibliography and vital statistics of various classes of the locomotives covered will be distributed.