

# SEMAPHORE

## December 2008

The next meeting of LIST will be on **Friday, December 18th** at 8:00pm at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

**Annual L.I.S.T. Chapter Christmas meeting December 18. The cake and refreshments are on us! Chapter member Leigh Bedia will show off his own works of railscenes he has photographed recently in and around NY City**

### IN THIS ISSUE:

- |            |  |
|------------|--|
| Page 2     | Report from The Railroad Museum of Long Island |
| Page 3     | Report from The Oyster Bay Railroad Museum     |
| Page 4 & 5 | Long Island Rail Road Modeler                  |
| Page 6 & 7 | Stack Talk by Neil Moran                       |
| Page 8     | Membership Information and Updates             |

For regular updates and other important information, visit the

Chapter website at:

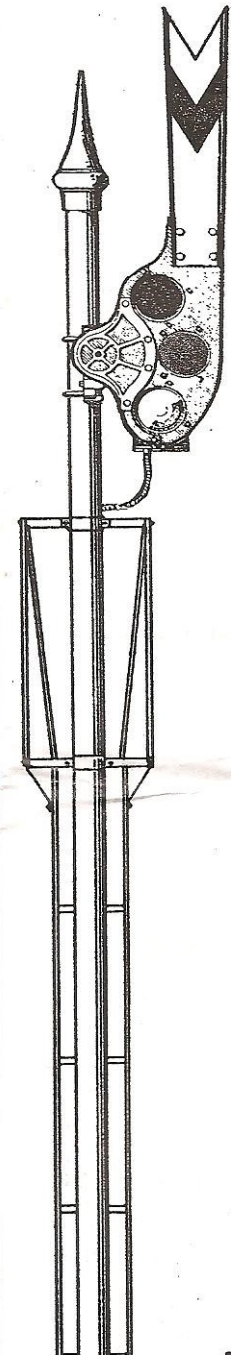
<http://www.nrhs-list.org>

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



## The Railroad Museum of Long Island by Don Fisher



Happy Holidays to all members of our Railroad Preservation Family. May your New Year be bright and healthy.

January begins a new year at the RMLI. Next month I will report on the challenges that face us and the initiatives I hope to institute to keep RMLI bright and healthy for 2009. In this newsletter, let's take a look at "RMLI ~ 2008 In Review" It was with great sadness that we lost two active RMLI members in 2008. Trustee and Riverhead Volunteer Coordinator Don Bender and volunteer Victor Manugue "caught the westbound." Both men have and will be missed at the Museum.

**At Greenport**, raccoons destroyed the heating system ductwork below the floor! A new HVAC system with overhead ductwork was installed just in time for our May 24 season opening. Volunteers working Wednesday evenings built new display shelves for the gift shop and RMLI member Ken Schaefer created beautiful Pennsylvania Keystone station signs for the ends of our building. We were happy to mount a wonderful photography exhibit from LIST Member, Mr. Gene Collora. His layout of LIRR historic photos was well received by our patrons.

**At Riverhead**, we moved forward with the placement of a 40' storage container on Museum grounds and rebuilt the electric shed in the restoration yard. The first floor of the Visitor's Center was repainted, a new admissions window was built and sheetrock was installed over our heating system. Carbody work moved forward on diesel loco #399 and Engine 39's boiler went to the Strasburg Railroad Company for continued restoration. Under the direction of RMLI member Dave Driscoll, restoration began on our Fairmont Speeder by students of the Shoreham-Wading River High School Industrial Arts classes. RMLI received from the LIRR a set of M1 passenger cars, a Sandite car and an Alcohol Spray car. Sadly, LIRR Combine #1391 was scrapped due to its deteriorated condition.

**RMLI Events** hosted a well attended Educational Forum focusing on the abandoned LIRR Atlantic Avenue Tunnel in Brooklyn. Historian and Preservationist, Mr. Bob Diamond was our guest speaker and Producer Mr. John Leita presented a documentary video about the historic tunnel. RMLI held its first ever Chicken Bar-B-Que at The Maples Restaurant at the old Manorville LIRR Station. Our Annual Riverhead Railroad Festival Family Days were held under sunny skies with many happy families attending. Fundraising sales of our North Fork Bank Collector's Car were outstanding. RMLI Membership meetings were held in June at Greenport and in October at Riverhead.

**EVERYONE'S WELCOME!**

*A Special Invitation*

**The Railroad Museum of Long Island**

**Open House with Santa**

Santa arrives on the noontime train ~ FREE Admission to all.

**SAT. ~ Dec. 6, 2008 ~ 11:30 am - 3 pm**

**SUN. ~ Dec. 7, 2008 ~ 11:30 am - 3 pm**

**Location:**

Railroad Museum of Long Island  
440 - 4<sup>th</sup> Street at the LIRR Tracks  
Greenport L.I. N.Y.

Photos with Santa ~ Gifts and goodies for the kids  
Light refreshments will be served  
Gift Shop open for holiday shopping  
Visit the 1927 caboose #14 and JAWS the snowplow

General Information: [www.rml.us](http://www.rml.us)

## The Oyster Bay Railroad Museum by Steven Torborg



A very happy and healthy holiday season to all our friends at LIST!

Much is happening at the Oyster Bay Railroad Museum. Our expanded Preview Center is nearing completion, and we are anticipating having it open to the public in time for our Holiday Express Event on December 6 and 14. The expanded center will contain even more historical displays for the adults and interactive activities for the kids. One entire section will focus exclusively upon what our museum is planning for the future as well as what our museum will be when it is completed. It is all very exciting for

us!

At the display site, preparation work has been done in anticipation of the arrival of the World's Fair Cab Unit which should be moved by the time you receive this issue of the Semaphore. Once on site, steps will be constructed by our friends from BOCES and the unit will be open for visitation. Some minor details will still need to be completed, but all the major work is done. Once spring arrives, the unit will be prepped and painted into the 1964 World's Fair paint scheme of gray and orange. It will also be finished off with appropriate marker lights, headlight, air horns and number boards reflecting 1964 on one side and 1834 on the opposite side, just as it wore at the World's Fair.

Also in the mix for the spring will be the arrival of our newest piece of the collections, something we have kept quiet until we were absolutely sure of its acquisition. For decades, the Long Island preservation community has lacked one vital piece of the LIRR puzzle. For some sixty years, the mainstay of passenger service had been the ever famous "Ping-Pong" coach, or as the LIRR termed them, the P-54D. Hundreds were used in service, but relatively few escaped the scrappers torch. Once retired, the few remaining cars were scattered about the county on various commuter lines.

Our museum had included one of these cars in our long range plan, but after searching out numerous specimens in locations such as Scranton PA and Boonton NJ, all were found to be far too corroded to be worthy of the enormous expense involved with acquisition and relocation. Recently however, the Knox and Kane Railroad in Pennsylvania closed its doors for good and all of its equipment was sold at auction to a local scrap dealer. Fortunately for us, an agreement was struck with the scrapper wherein we were able to acquire one of their cars. An inspection trip was executed and an agreement was made to purchase car #7433 for our museum. This car is in remarkably good condition being with very little rot anywhere on the car and having all of its seats, lighting, windows and other equipment fully in tact. A better specimen could not be asked for.

Current plans call for the car to be prepped and moved to Oyster Bay in the early spring. More information will be made available as further details emerge.

# *Holiday Express in Oyster Bay*

*December 6 & 13*

*Noon to 4pm*

**OBRM Preview Center  
100 / 102 Audrey Avenue  
Oyster Bay**

**Horse Drawn Carriage  
Rides.....Operating Train Layouts**

**Raffle Prizes.....Candy.....Cookies..... Hot  
Apple Cider**

**Bring the whole family for this  
fun filled event!**

***THE LONG ISLAND RAIL ROAD MODELER******BY MIKE BOLAND******THIS MONTH'S FEATURE:******ATTENDING THE RAILROAD PROTOTYPE MODELERS' MEET******IN COLLINSVILLE, CT IN MAY 2008***

Well, we're back and we really screwed up big-time last month when we went ahead with our O-scale B60B baggage car article, not realizing that we had prepared an article on attending a really great event for lots of model railroaders late in the season. Of course, we're talking about the Collinsville, CT. RPM meet in May of this year so we'll proceed to write about it in this month's SEMAPHORE and resume our series on the Weaver B60B next time.

We hope everyone had a great summer—we sure did—and we want to take the time to write about a few things that have occurred.

First, we attended the sixth New England/Northeast Prototype Modelers Meet back on the last weekend in May of this year. The meet was held at the Canton Community Center in beautiful Collinsville, Connecticut and we had one great time. We attended with Matt and Victoria Herson. Yes, we brought our heavyweight Pullman parlor cars decorated for the PRR and the LIRR. Fans of these cars may be interested to note that if they go on the website to the Pennsylvania Railroad Technical and Historical Society's page, then look up "The Keystone Modeler," they will be able to see two photos of our models at the bottom of page 21 of this really fine electronic magazine. We tip our hat and say thank you to Tim Garner who took the photos and gave us a nice write up in addition to an informative and interesting article in TKM, as it is called, about all the really good PRR models that were on display at Collinsville. As we've said before, if you take your modeling seriously, you really need to attend at least one of these RPM sessions. They're just great, plain and simple.

We also brought a work in progress...our Norfolk Southern hi-sided construction debris (CD) gondolas; they're converted Airslide covered hoppers and we've been working on them for awhile. We displayed them with a number of fine-looking models made by the best modelers around.

There were a number of Santa Fe EMD F and ALCo PA passenger diesels along with a number of other great models too numerous to mention. In addition to the models on display there were a number of good clinics and demonstrations. There was a two-fer offered by Dave Messer on building small dioramas and Dave also did a quickie clinic on converting the Walthers solarium-observation car to New Haven business car #4. Al Hoffman did a clinic on live poultry cars—yes, the Lionel #6434 Poultry Dispatch did have a prototype! Tim Garner did a clinic on digital layout photography. Art Biehler spoke about the first 75 years of Boston's South Station; Ralph Barger did a fine clinic on the lightweight sleeping cars of the B&O; freight car guru Ted Culotta presented a clinic on New Haven freight equipment; George Barrett talked about model trucks and Ray Rhodes did a clinic on the video diamond.

***THE LONG ISLAND RAIL ROAD MODELER***  
***BY MIKE BOLAND***

***THIS MONTH'S FEATURE:***  
***ATTENDING THE RAILROAD PROTOTYPE MODELERS' MEET***  
***IN COLLINSVILLE, CT IN MAY 2008...continued***

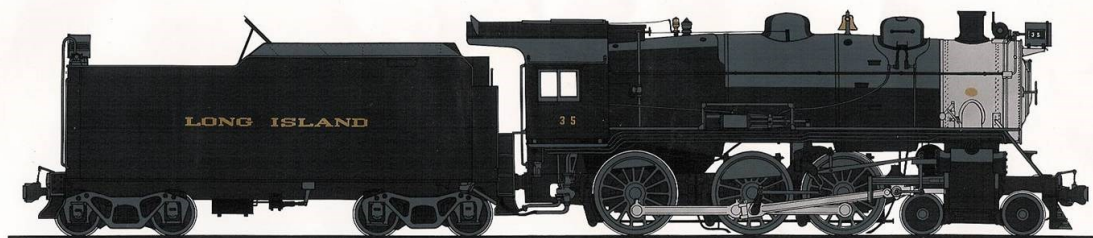
Dave Ramos told us about rail interaction on Manhattan's West Side and Pete McLachlan did a prototype show with his slides. Rob Pisani did a good show on three decades of Alcos. Other clinics included Vincent Lee on the Erie's 28<sup>th</sup> Street Terminal in Manhattan, Mike Tylick on the joys of scratch building, Alex Conta on building and running GE U50 locomotives, Preston Cook on the history of EMD, Rick Abramson on the history of electric locomotives, Jeff Hanke on selective compression and developing a prototype roster and Mike Rose on prototype weathering. He's the best! There were two slide shows by Tom Nanos on not New England photos and one by Rick Abramson on meandering through Reading Railroad territory.

There were several layout open houses and we went to two on our way home on Sunday. Both layouts were excellent!

All in all, it was a great event and we have even offered to do a Long Island Rail Road modeling clinic at next year's meeting. Dashing Dan comes to Collinsville! We'll share more about that in future months.

Next time, we'll return with some models that are soon to be coming out and we'll also resume our look at one of our favorite head end cars, the B60B baggage car.

Until then, happy modeling, Merry Christmas and Happy New Year from the LIRR Modeler!



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

## Stack Talk by Neil Moran

Hard to believe we come to end of track for another year. Steam news still flourishes even though another year has passed. The question arises will steam survive another year? In all honesty YES and here are the reasons why.

**CHINA:** Nanpiao still encourages railfans to come and spend a day or two at its facilities. Right now if you go over, they have a big shop where they still repair their own SY class Mikados. Not too many shops left in China that can make that statement. Certainly not as good as before, but still the shop repairs about two or three locomotives on a monthly basis. What is rare is this, you can go into this repair shop and see them working on the Mikados. They also have a coach yard where they refurbish the rolling stock continually. So here you can have your cake and eat it!

The line itself offers the photographer very rewarding views of rolling hills, beautiful countryside, bridges, and curves. The passenger trains themselves besides being pulled by the Mikes, are tastefully painted in a nice green color. As far as the freight trains are concerned wooden coal cars are still in this mixture. They maintain about ten to fifteen 2-8-2s all in good shape. Freight trains leave for Linghe in the morning. At times another freight train will depart around noon depending on how much coal is brought in from the mines. Also there is a freight train coming from a power plant in Weizigou. This train does a return to the plant later in the day. Unfortunately, at this time of the year it is nearly impossible to follow this train. But there is so much activity to keep you busy with morning and evening passenger trains filled with workers heading to and coming back from the mines. Then too there are freight trains going to other locations mentioned before.

A favorite spot for photographers on the mainline is at the waste dumps near Zaojiatun. The grades here reach over 2%, and the Mikados are down to their hands and knees pulling just fifteen coal cars. Railfans have said "The sound they make and the echo off the hills make the hair on the back of your neck stand up. The really nice thing about visiting Nanpiao, is that management is very friendly towards railfans, and as long as you act accordingly you are free to move about the grounds and take all the pictures you want. Strangely enough, the guards do not ask for money to do this.

Brent Seller is again contemplating another Rail Tour in China in January 2009. Depending on how many people sign up, he will run a tour once again through Jing Ping Pass. Contact him at [www.farrail.com](http://www.farrail.com).

### **UNITED KINGDOM:**

Britain's new million dollar steam locomotive has been moved to the National Railway Museum in York. Last October the A1 Steam Locomotive Trust announced that 60163 "Tornado" had left the Great Central Railway (GCR) after successfully completing many test runs on that railway. The locomotive spent two months conducting these trial runs. At York she will start mainline trial runs in the near future. The engine and tender were loaded onto two load loaders capable of handling her 170 tons at the Woodhouse Station. This journey took most of the day. At one time there was another original Peppercorn A1 #60145 "Saint Mungo" that was based at York until scrapping in 1966. Now Tornado is ready to really stretch her legs on the Network Railway Main Line. She was tested with speeds up to 75 mph last month in preparation for her Network Rail passenger debut in 2009. The results of these high-speed tests have not been released as yet.

Bill Ford, President of the Great Central Railway said "It's been a real honor to host the running of these trials. She is a real handsome machine, and her smooth debut on our railway is a tribute to the skill of the A1 Steam Locomotive Trust." The engine when not being tested will be on display at the York Museum until Feb. 2009. The A1 steam locomotive is a registered charity and was built at the Darlington locomotive works.

**CANADA:** Last month you read my adventures chasing the Hudson #2816 from Calgary to Hope, BC. What I did not put in was the serious rumors I heard about the future of this engine. Indeed dark clouds are gathering on the horizon. John Biehn and I had the opportunity to talk with several members of the crew while we laid over at certain locations, and what we heard was downright discouraging. First of all #2816 is due for her mandatory boiler inspection sometime next year. She has recently returned to the Ogden shops in Calgary last October. This means the engine will be stripped down and a complete re-build will take place during 2009. Very much like Steve Sandburg's #261 is undergoing now. Presently no excursions are planned for next year. What really disturbs me is that some rumors are saying that newer members of the Board of Directors of the Canadian Pacific Railway are questioning her trips over CP's mainline in the future. They want to know why a steam locomotive that was built back in 1930 is still running on their tracks and at times delaying freight trains at certain locations. Granted that where the Empress does most of her running is on single track through the Canadian Rockies. It has never to my knowledge ever fouled the mainline. With rare occasion the engine has had a set of two F units behind her for extra power and dynamic braking. This class locomotive were not made for mountain terrain, hence the diesel protection. Needless to say all the amount of good will the engine has done for CP cannot be put into figures. Hundreds of thousands of people have come to terminals, stations, grade crossings, or any special locations where the #2816 has passed through or stopped. She has a proven record as a crowd pleaser. Just this past spring it embarked on a whirlwind tour throughout the Province of British Columbia. It traveled to many an outpost no steam locomotive had traveled to since the demise of steam back in the 60's. At times there were people who had never before seen a steam locomotive in action and marveled at her performance. Now, you cannot put a price on that. This was all due to British Columbia's 150<sup>th</sup> celebration as a Province in Canada. When Vancouver celebrates the Winter Olympics in January 2010 the Committee had stated they wanted the #2816 to participate. What more of a ringing endorsement can you wish for! This is the seventh year that the Hudson has participated in various excursions and even went to the United States in 2007 to visit Chicago and run with the #261. At this juncture she has reached the epitome as far as accolades are concerned. Glaring headlines for CP's steam program are as big as it gets. "The Empress has always performed like a champ" says Bill Stetler, CP's steam program manager. Now if he can only relate that to some of the newer Board members, the program still has a chance.

## Stack Talk by Neil Moran...continued

**UNITED STATES: McCloud, California.** An icon of US steam railroading, McCloud River Railroads 2-6-2 #25 returned to action Saturday and Sunday Oct. 11-12 for a select group of railfans. However the future of this operation is very uncertain. The 1925 ALCO, which became very famous in the 1960's and 70s by running excursions on the scenic route at the base of Mt. Shasta, is now up for sale. But still fighting for her life it had one more run on her home railroad where it pulled wooden log cars for most of her life. This last gasp ran on Nov. 1 when it pulled a special charter for the Pacific Locomotive Association. After that the axe has fallen. No. 25 is expected to be stored until a new owner is found. A good portion of the rail on the railroad has already been torn up.

**Iowa City, Iowa.** On October 18-19 the Iowa Interstate Railroad broke the 21<sup>st</sup> century record for a steam hauled freight train, the Cedar Rapids Gazette reported. The railroad's two Chinese built Q J 2-10-2s pulled a sixty-six car, 6,252 ton freight train from Iowa City to Rock Island, Illinois. The record breaking run took place as the Interstate RR raised more than \$45,000 for victims of this past June's flooding. This major flood devastated many locations in Iowa and neighboring states. Both engines performed flawlessly. The railroad also operated two steam-powered excursions out of Rock Island on Saturday. Then on Sunday a one-way excursion from Rock Island back to Iowa City occurred with both QJ s powering the train. R. J. Corman donated all proceeds to the Salvation Army. A big tip of the hat to Mr.Corman.

**Owosso, Michigan.** The Fort Wayne Railroad Historical Society recently announced its partnership with the Steam Railroading Institute to bring back historic Nickel Plate steam locomotive #765 to Owosso, MI for "Train Festival 2009". This will be a mainline steam celebration of railroading with special emphasis on passenger excursions powered by two mighty steam locomotives. More than 30,000 visitors are expected to pour into Owosso for this train festival. Owosso is home of the Steam Railroading Institute, owner of Sister Berkshire engine #1225. This engine ran on the Pere Marquette line. Both #765 and #1225 joined in an unforgettable excursion that saw both Berkshires operating in tandem powering passenger excursion trains in the New River Gorge, West Virginia festivities. The #1225 was built in 1941 and the #765 built in 1949. Both engines possess the same super power designed by the Lima Locomotive Works in Lima, Ohio. This design was a break through in steam power that helped the war effort with high-speed power.

Beginning July 24, 2009 the #756 will be on a live steam display with a variety of visiting steam equipment and operate a daylong passenger train on July 26. There is a possibility of additional steam locomotives that will come in and enhance this three-day event. Details will be announced at a later date. The train festival will be held on the grounds of the Steam Railroading Institute July 24-26. The Fort Wayne Society is excited to share in the celebration, and will work very closely to insure the success of this train festival. To purchase tickets and learn more about this event visit [www.trainfestival2009.com](http://www.trainfestival2009.com). For future information on #765 operations visit <http://www.765.org> or call K. C. Lynch Communications Manager, Fort Wayne Railroad Historical Society. 15808 Edgerton Road, New Haven , Indiana 46774 of Tel. 260-493-0765.

**Marienville, PA.** Rolling stock, steel rail, and ex-Huntington & Broad Top Mountain #38, a 1927 2-8-0 Baldwin along with #58 a Chinese 2-8-2 Mikado was up for auction last Oct. 11-12 on the Knox & Kane RR in northwestern Pennsylvania according to the Associated Press, and the Wilkes-Barre Times. The short line was operating tourist over the 2,053 ft. Kinzua Viaduct, at one time considered the highest and longest bridge in the U.S. The bridge was dated back to 1882, and was a landmark. Unfortunately a hurricane destroyed part of the bridge in July 2003. Since then, the trains could only go to a site near the damaged trestle. Business fell dramatically, and the railroad lost a lot of money. The state decided not to repair the bridge at a cost of about forty-five million dollars. To add to the woes of the railroad a suspicious fire destroyed the engine house and caused serious damage to both engines. At first the railroad planned to sell off most of its assets for scrap but the items drew little interest from potential buyers, that included other railroads thus prompting this auction.

**Knoxville, TN.** Former Southern Railroad 2-8-0 #154 that was on display for fifty-five years in Knoxville's Chilhowee Park will be restored for excursions on the City's downtown waterfront. The Three Rivers Rambler Group is finalizing restoration plans for the locomotive. The engine was built in 1890 for the East Tennessee, Virginia & Georgia RR. The restoration if completed would make her one of the oldest steam locomotives running in our country. The Old Smokey Railroad Museum, the engine's owner, dedicated it to the Three Rivers Group for restoration. Pete Clausson, owner of the Three Rivers Rambler and CEO of the Gulf & Ohio RR said "This engine is a piece of Knoxville history and I am looking forward to the return of this treasure." They have twelve workers lined up so far and they hope to have the #154 ready to roll some time in 2010.

**Baltimore, Maryland.** Our last stop is the Baltimore & Ohio RR Museum. They plan on refurbishing one of the steam locomotives damaged in the Feb. 2003 roundhouse roof collapse at the B&O RR Museum. She is the last of the B&O 4-6-0s. The engine is called "Thatcher Perkins" #117. This ten-wheeler was named after a master mechanic who designed the locomotive. No. 117 was built in 1864 at the Mount Clare Shops in Baltimore. She was crushed when the roof caved in on her due to a heavy snowfall. The Museum estimates that contractors could restore the engine for \$500,000. Now the Museum hopes to do in-house repairs, to bring the cost down to \$300,000. We wish them well!

Now it is time to thank the people who took the time in sending me most of the news you have just read. John Biehn (Dayton RR Society), David Newbauer (St. Louis RRE), John Reilly (RRE-NY ), Rich Taylor (NRHS-NJ), and from your most humble servant in steam.

To everyone a very Merry and Happy Christmas and a very Healthy and Happy New Year with a green board ahead of you.

**UNTIL OUR TRACKS CROSS AGAIN**

## Membership Information

The 2009 LIST Long Island Rail Road Calendars are now available! The following prices are in effect for this year:

Members at the meetings: \$7.00 includes tax

Members out of NY State: \$9.50 includes S & H

Members in NY State mailed: \$10.35 includes S & H and tax

Non-members out of NY State: \$13.95 includes S & H

Non-members in NY State: \$15.15 includes S & H and tax

Please make your checks payable to **L.I.S.T.** and mail them to:

L.I.S.T.—N.R.H.S.

PO Box 507

Babylon, New York 11702-0507

**NOTE:** *Prices are subject to change with increases in postage costs.*

We also have available the New York Connecting Railroad book. The price is still just \$27.00 for members plus S & H and tax where applicable.

A limited quantity of the 2005 calendar and the 2008 New York and Atlantic railway calendar. The prices are \$6.00 including S & H and tax where applicable.

The Long Island Sunrise Trail will be organizing a 1 day Symposium on the History of the LIRR in conjunction with the 175th Anniversary. This will take place in Hicksville on April 25th, 2009. Lectures, slide shows, and movies on the LIRR will be presented. The RR museums on Long Island will be represented. Anyone who wishes to make a presentation, please contact David Morrison or Steve Quigley.

**"Extreme Trains"** on Tuesday nights at 10:00 PM on the History Channel.

We are still looking for Chapter members and anyone else who wishes to lend, items of LIRR memorabilia for the NY Transit Museum LIRR 175th Anniversary exhibit. The exhibit will last from approx. March to October 2009. The items would be on loan unless they are to be donated. Please contact Dave Morrison, Bob Myers or Steve Quigley regarding this.

We are still looking for a few more articles for the LIRR 175th Anniversary Journal. Articles about the people who worked for the LIRR as well as it's riders would be especially welcome. Please contact Dave Morrison or Steve Quigley regarding this.

In the event of Winter Storms, please use your best judgment as well as checking the website to see if a meeting is to be postponed. Better safe at home than sorry on the road.



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**