

SEMAPHORE

March 2009

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

THIS MONTH:

The special guest for the March '09 meeting will be renowned rail photographer, **Matt Herson**, who will treat us to his LIRR best and his other outstanding rail pictures from the NY metro area. Don't miss this meeting!

IN THIS ISSUE:

Page 2	LIST Happenings
Page 3	Membership Information and Updates
Page 4	Report from The Railroad Museum of Long Island
Page 5	Report from The Oyster Bay Railroad Museum
Page 6 & 7	Long Island Rail Road Modeler
Page 8, 8 & 10	Stack Talk by Neil Moran

For regular updates and other important information, visit the

Chapter website at:

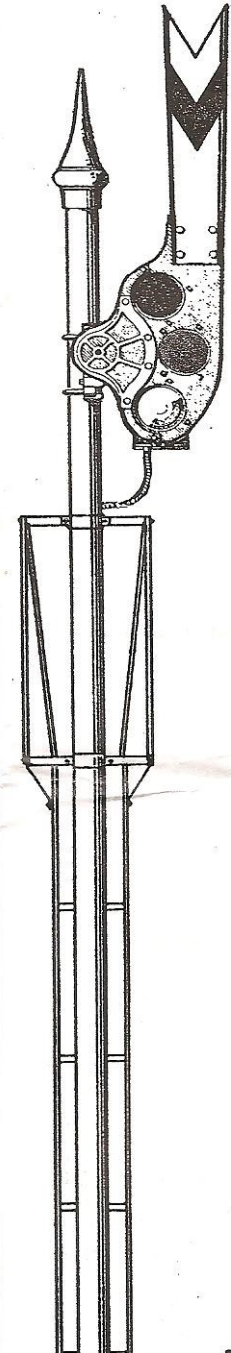
<http://www.nrhs-list.org>

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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 Happenings by Stephen Quigley

I want to provide all of the Semaphore readers with an update on the progress of our celebration of the 175th Anniversary of the LIRR. Just a reminder, the official anniversary is April 24th, 2009.

I have received the Adlake brass plated lantern and it looks great. To all those who have ordered them, please call me or e mail me

to arrange shipping. As of 3/1, we have orders for 37 of the 50 lanterns produced, so if you want one, send in an order or contact me ASAP. I anticipate these selling out shortly.

The 175th Anniversary Pin was received and is available for \$3 which includes tax, shipping and handling. No limit on the amount you may buy. The first one is \$3; each additional pin is \$1.

The commemorative journal is being edited and put together as I write this. We expect it to be available in early April. Many very interesting stories about the LIRR, its people and "pets" will be in this special publication. Color as well as Black and White photos will be shown. I should be able to let you know the cost in the next edition of the Semaphore or on our web site.

On April 25th, an all day Symposium will be held in the Hicksville, N.Y. Middle School. Several organizations, including the LIRR will be making presentations. Cost for this affair which will be from 10:00 AM to 4:00 PM is \$15 for members and \$20 for non chapter members. A lunch will be included in the cost. We are looking for a few people to help out with this Symposium. Please call Dave Morrison or myself. Dave's # is 516-935-3145 and my # is 631-669-4159.

Two art exhibits will take place in the month of April. Chapter member Lou Mallard will have an exhibit of his paintings in the Hicksville Library and Chapter member George Wybenga will have an exhibit of his paintings in the Gregory Museum in Hicksville. I would like you all to come down to Hicksville to see their artwork and view the full size replica of the "John Bull" engine which is in a park just north of the Hicksville train station.

The MTA Transit Museum in Brooklyn will have an exhibition celebrating the 175th Anniversary of the LIRR from April 14th until September 13th, 2009. The exhibition is titled "Route of the Dashing Commuter: The Long Island Rail Road at 175." Many artifacts, photos and pieces of LIRR history will be on display in the downtown Brooklyn Museum. Come on down and see what some chapter members and other groups loaned to the Transit Museum for this exhibition.

Caroline Scannell is working with the USPS in producing a commemorative envelope with a special postmark celebrating the 175th Anniversary. The cost will be \$2+- and plans are to have it postmarked at Penn Station on April 24th.

Please see our website for updates and specifics regarding locations and other aspects of the above noted items. Our website is **NRHS-LIST.org**.

So, whether you live in the NY Metro area, or as far away as some of our members in California and Canada, join us in celebrating the 175th Anniversary of the oldest railroad in the country still operating under it's original name, the Long Island Rail Road!

MTA Long Island Rail Road - 175 Years of Experience



Image copied from Long Island Rail Road website.

Membership Information

LONG ISLAND RAILROAD 175th ANNIVERSARY CHAPTER MEETING

On tap for the April 2009 meeting will be a 3-4 hour marathon of the LIRR's past. We will feature the best Long Island Railroad photos from numerous chapter members.

Please note that the **April 17th** meeting will be held in the **American Legion Hall** on Grove place in Babylon from 7:00 PM to 11:00 PM. This one time change of venue is to accommodate a larger crowd. The hall is across from the Babylon High School, 1 block South of the Babylon train station.

Don't miss this meeting! Mark your calendars. If you wish to add to the program with your vintage (pre-1980) LIRR slides or digital photos, contact Kevin Katta ASAP at BoxcarNY@yahoo.com

2010 LIRR Calendar

The 2009 LIRR Calendar was a complete sellout! At the present time, we are in the beginning stages of compiling photos for the 2010 Calendar. If you have photos of LIRR buildings, engines, rolling stock or other pictures, please submit them to myself or John Scala. We want to have the calendar available in September of this year, so please submit them as soon as possible. Early LIRR photos would be welcomed even if they are in Black & White. All photos will be returned if requested.

Other Publications

We 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.

Historical Videos

In Commemoration of the 175th Anniversary, the Long Island Rail Road now has several historical videos posted on their web site. These videos, all produced at different times over the past few decades, show many historical highlights of the railroad's history. Visit the LIRR web site at: <http://www.mta.info/lirr> and click on the 175th Anniversary icon.

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.

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

The Railroad Museum of Long Island by Don Fisher

Let me start our March edition by reminding everyone that RMLI will host its third annual educational forum with L.I.S.T. member, Gene Collora presenting a slide show and lecture entitled: **“Freight Service on the Long Island”** on Saturday, March 21, 2009 at 1:30 PM in the Suffolk County Historical Society education hall, 300 West Main Street, (across from the Riverhead Public Library), Riverhead, NY.

Come explore the heyday of modern freight service on Long Island in pictures and story. Admission is FREE and open to all. Ample municipal parking is available in the courthouse parking area, Osborne and Court Streets - behind the Suffolk County Historical Society building.

Looking forward to April and spring, I am pleased to announce that we will be reopening the RMLI Riverhead Restoration Site & Visitors' Center for the 2009 season on Saturday, April 18 from 10:00 AM to 4:00 PM. (Greenport will not open until Memorial Day weekend, I'll discuss that and more in my April newsletter article.)

The New Volunteers' Information Meet and Greet went very well on February 21st. There are still a few openings for new volunteers to work at the museums in 2009, if you are interested in providing a few days of service to the RMLI, please e-mail me at [dfisher@rmlί.us](mailto:dfisher@rmlి.us) so we can get you signed up. At this time I am cautiously optimistic that we will have the Riverhead Museum open on Sundays this summer. We will have a final decision made in time for the May Semaphore.

On the work front at the RMLI, progress has been made toward obtaining a final certificate of occupancy at Riverhead. The Visitors' Center was originally an office and showroom for a lumber yard. RMLI Volunteers have spent years gutting and restoring the Riverhead landmark, room by room. Final “to do” lists are coming to a close with a sheetrock ceiling over the heating plant in the basement and concrete piers and modifications to our handicap ramp. A forty feet long storage container has been installed on the RMLI property to house our dry goods: tents, chairs and tables for Riverhead Railroad Festival and equipment used in mounting displays and exhibits. A final inspection of that project is forthcoming.

Although the museums have been closed to the public, we are not hibernating. Maintenance work, cleaning, and the development of new exhibits for 2009 have kept the volunteers busy. We all look forward with anticipation to spring and a another new museum season to begin. Won't you please join us?

Visit RMLI on the web at www.rmlί.us If you have questions or need directions, please e-mail me at dfisher@rmlί.us

“Clear Block Ahead! ALL ABOARD!”



The Oyster Bay Railroad Museum by Steven Torborg

Things are moving right along in Oyster Bay. Realizing that many of our members do not desire to spend their Saturdays and Sundays sitting at our Preview Center, we have hired a docent to be available during these times. This allows us to have the Center open when we would like while still allowing our active membership to focus on the areas that they are most comfortable. In coordinating our hours with those of other local establishments and events, we have already seen an increase in visitation.

Down at the museum site, we have almost completed the reinstallation of the interior components of our wooden caboose, #12. With the new paint, recovered bunks and renewed appliances, walking into the caboose truly transports you back to the early days of the LIRR. Meanwhile, our friends from BOCES Barry Tech are finishing up the removable window frame for the World's Fair Cab so it will be weather tight, yet removable for photos...as it was back in 1864. They will also be constructing a new set of stairs leading into the unit.

Locomotive #35 is still in the forefront of our thoughts as we are currently making arrangements to bring our storage trailers up to Oyster Bay from Mitchel Field. This will allow us to remove and catalog all the parts for the restoration team. It will also allow us to send some other unnecessary donated parts to Colorado which will offset the cost of the rebuilding of some other parts of #35. All in all, we are very excited as we gear up for the beginning stage of getting Locomotive #35 back up and running. It's still a long way off, but at least we can see the future.

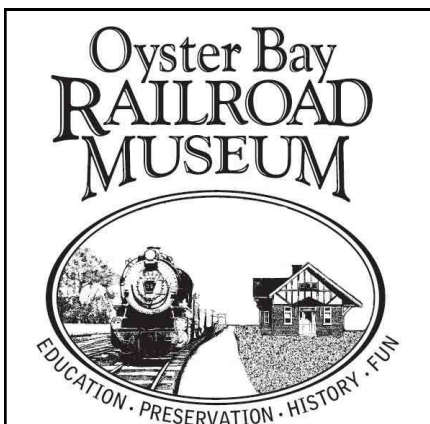
The Oyster Bay Turntable is also about ready to get back into the mix. New ties and rails for the bridge will be delivered shortly and once this is done, they will be installed. The motor has already been completely rebuilt and the control mechanisms are in the process of being rebuilt. At this rate, we anticipate having the table turning again some time this summer.

As I close out this month's update, I would like to remind everyone that our museum is always looking for new members willing to lend a hand. Whether your interest is a mechanical, Clerical, fundraising or staffing the Preview Center, we can use your help. There is no shortage of projects that require attention. Believe it or not, you can help...even if you don't know anything about trains or the LIRR. All you need is a little free time and a willingness to learn.

As always, you can keep up to date on our progress and find out more about our organization by checking out our web site at:

<http://www.oysterbayrailroadmuseum.org>

Until Next Time, Keep the Dream Alive!



THE LONG ISLAND RAIL ROAD MODELER***BY MIKE BOLAND******THIS MONTH'S CHAPTER:******THE ALCO C420 MADE BY ATLAS
PART 2***

Last time we took a look at the Alco C420, a locomotive that came to the LIRR in late 1963, when the railroad's fleet of Fairbanks-Morse locomotives—nine H16-44 hood road diesels, nine CPA20-5 and four CPA24-5 cab locomotives. This “purge” made the Long Island just about 100% pure Alco, which would stay this way until the EMD era began in 1976, years after the demise of Alco.

So let's examine our model made by Atlas. Long Island's 22 C420s had high hoods and were equipped with steam generators since these locomotives were used primarily in passenger service, although these units were used in freight service.

The Atlas HO model is also available in N scale is a very accurate and excellent model of the prototype. There are a few things that can be done to enhance the C420 and make it look more like the prototype but there's not much to do aside from reworking the fuel/water tank. This is the major item that needs to be addressed for the C420 to appear prototypical.



ALCO C420 as photographed in the Oyster Bay Yard

Here's the story behind the fuel tank, as explained in more detail in the November/December 1999 issue of Diesel Era magazine in an article written by Warren L. Calloway. Locos 200 through 203 were equipped with a tank capacity of 900 gallons of boiler water and 1,100 gallons of diesel oil fuel when they were first delivered. A short time after delivery, the water capacity was increased to 1,900 gallons and the fuel capacity was diminished to 1,000 gallons. Units 204 through 207 were delivered with the reconfigured water/fuel capacity of 1,000/1,900 tanks. Later units—208 through 221—also came with these-sized tanks.

What this means is that the fuel/water tank has to be modified to match the prototype. Fortunately, this can be done since the underbody tank is made of plastic so it can be remodeled. The curved side needs to be shortened in length at both ends and a notch has to be cut between the two. This can be done with a sharp knife but will take some time. We think it is worth it so we proceeded. It's a judgment call here, folks.

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

These are the “new” tank measurements: the fuel tank on the model by Atlas is 18 feet long; the width of the tank is tapered inward or recessed at both ends to give the trucks additional clearance when they turn. An Alco C420 drawing in our possession that was drawn in the May 1983 issue of Railroad Model Craftsman shows the tank to be 18 ½ feet, and so does the Overland C420 brass model in HO scale that we bought about a decade ago. This ½-foot difference is really negligible but we did want to mention it here before we begin.

From the front of the locomotive a portion of the tank, not quite two feet is flat, before the fuel section, which is rounded and is the shorter of the two tanks. It runs about 4 ½ –feet in length. Since this tank is ½-foot shorter than the drawing and the Overland model, we’ll make this portion of the tank simply 4 feet in length. Here’s where we make our first cut or notch that is flat, similar to the very front of the tank. Next there is an 8 ½-foot length of rounded tank that runs close to the cab.

After that, there is a 3 ¼-foot long “flat” section of the tank. So this part of the tank will have to be reworked, too.

In other words, a notch and a flat section near the rear of the tank have to be made in the plastic tank attached to the model. This can be done with some cutting, some styrene and plastic putty.

But first, we have to detach the tank from rest of the locomotive before we do anything else. We’ll also tell you how to model a C420 with a totally flat or round-less underbody fuel/water tank. This was how locomotives 200 through 203 were equipped in the very beginning when they were first on the LIRR>

That’s next time in the LIRR Modeler.

Until then, happy modeling!



ALCO C420's on LIST 2009 Calendar Cover

Stack Talk by Neil Moran

Cabin fever has taken its toll on some of you, and I know some are champing at the bit to get out of the house to get some photos of you favorite locomotive. Spring is just around the corner and here are few items on the steam scene to get your interest.

CHINA: Politics and steam ...The city council of Linghe has voted against any more steam trains to enter their city. Hard to believe but true! How a city council has the power to stop steam trains from entering their city is one for the books. As of last month a once hot bed of steam activity is by now all but finished. Presently only two Sy class Mikados pull passenger trains to and from Linghe. All freight service is now powered by diesel locomotives, and that goes for passenger service with the exception of one steam train. By the time you read this, that one steam passenger train will be history. The Linghe Council wants steam kept away and apparently has gotten its wish.

In Nanpiao all steam trains will soon be gone. New diesels are arriving at a fast pace and many of the Sy class engines have had their fires dropped permanently. Again another hot bed of steam has bitten the dust.

However, all is not lost. There was still plenty of steam action at Jixi. Sy class Mikados are still in abundance. Especially in the morning, you can walk in and photograph the locomotives being washed and serviced before they head out to the mines and other locations. Surprisingly, there are little or no restrictions for foreigners entering these grounds. Sometimes there are five locomotives being washed at the same time. It is a most unusual shot. Then you can follow them over to the coal bunkers and watch them load the tenders. While this is going on, the engine crew is "oiling around", checking all the moving parts etc. Quite an exciting time! Then it is off to the line up departure of morning trains heading out to Chengsihe and Zhengyang. Getting the startups with loaded coal cars is awesome. At times two trains start out together heading for different locations. These Mikes have a heavy load when starting up, and the sound can be earsplitting when you are nearby and they start digging in.

At Chengsihe early in the morning can be just as rewarding as Jixi, and in some cases more so. Here you will see seven locomotives mostly double heading, pulling 15 to 20 carloads of coal to the interchange with the Chinese National Railway (CNR) at Beichang. The Mikados start off down on their hands and knees due a 1% grade coming out of Chengsihe. If you want to see a show of shows, be there early in the morning watching this parade go by. The sound these engines make pounding up the grade will blow you away. When all the trains have left there is a deafening silence that is almost unimaginable to believe. The photographers come back to the van in an almost transfixed state of mind. Something you have to witness to believe and this show goes in seven days a week. WOW!! Lead me to the promised land. More news about this area of China next month.

SOUTH AFRICA: *Apple Express* returns to steam. The Eastern Capes narrow gauge *Apple Express* passenger service has finally returned to steam power. Class NG 15 locomotive #119 a 4-6-4+4-6-4 is now hauling the trains for the people of Port Elizabeth and railfans alike. A second class NG 15 is also scheduled to return to service shortly. In recent years, a sixteenth class Garratt NG a 2-8-2+2-8-2 was used on this world renowned line. Railfans eagerly await the return of this Garratt.

Sandstone Estates, Eastern Free State: This museum is scheduled to host a number of steam engines. Several of Europe's leading RailwayTourist and Heritage professionals will be attending this major steam-up. Amongst them is David Morgan, chairman of the Heritage Railway Association of Great Britain and Ireland, and president of the European Federation of Museum and Tourist Railways. He is due to assist in the International Association of Heritage and Tourists trains and trams (TINHATT), which will be launched in Brisbane, Australia at the Queensland Rail Museum this coming October.

Stack Talk by Neil Moran...continued from page 8

Usakos, Mamibia: An out of control truck smashed into and overturned a preserved Henschel 2-8-2 NG #40. This engine was built in 1912 and was one of three tender locomotives of the class HD, built by the Swakopmund-Karibib Corporation. These engines were retained under the South African Railways Administration in the southwest part of Africa. They were withdrawn from service in 1960. No. 40 has long stood outside the old Usako s station as a static display. It is unknown at this writing if the engine can be cosmetically fixed and returned to a static display.

UNITED KINGDOM: Test runs have taken place on the East Coast mainline with the new *Tornado* engine as it prepares for mainline excursion runs. These tests started on Sunday January 31 and will continue for an undetermined length of time. During these operations the engineer had the engine up to 75 mph at certain locations between York and Leeds. The train was made up of thirteen coaches with no paid passengers, just people connected with these operations. While these trials were going on they were covered by newspapers and local TV. A schedule was made with the *Tornado* having a clear track. The first trials began at 12:30 PM leaving York with stops at Colton, Church Fenton, Milford Loop, Milford Junction, Castleford, Methley, and the station at Leeds. After a quick check of the locomotive, it left Leeds twenty minutes later for the return trip to York, stopping at all the same locations on its return. The train normally gets back around 5:17 and then it heads to the Museum area for a final checkup. At all the station stops there were crowds of people standing on the platforms and cheering her on. Lots of hip, hip hooray and jolly good show and smashing simply smashing!

The A1 Steam Locomotive Trust is a registered charity, built this Peppercorn class A1 Pacific #60163 at the Darlington Locomotive Works to haul charter trains on network rails. They can be very proud of their accomplishment. She is a beauty, and very tastefully painted in a black and green paint scheme with all wheels painted in green. As one of the guards at the York Museum stated "Even when she is standing still it looks like she is moving." To obtain more information, contact Mark Allatt at mark.allatt@a1steam.com.

CANADA: Gatineau, Quebec. Here is an update on the Wakefield steam train. The City of Gatineau is definitely paying its share of more than \$1.2 million to help get the Wakefield steam train back in operation. This money will pay for work required at the landslide site and other areas to resume rail operations. The work will start this month and continue into 2011. The steam train stopped operating in May 2008 when a landslide near Chelsea stopped very close to the track. So far community groups including business and tourism partners have raised over \$1.9 million each.

The city announced it will lease the railway corridor to the Compagnie-de Chemin de Fer de L'Outaouais (Railway company of Outaouais) and will implement a board of administration to run the train. The train is powered by a Swedish Locomotive #909 a 2-8-0 built in 1907, the coaches are also of European designed.

UNITED STATES: Heber City, Utah. Locomotive #618 is still sitting in the shops. Her current flue time runs out in September 2009. Some people have expressed an interest in chartering this engine for a couple of trips. The shop is concentrating right now on locomotive #75 which is an ex-Great Western 2-8-0 Consol. The boiler is off the frame now, and the frame and boiler are inside the shop an receiving lots of attention, The drivers of #75 have been sent to the Tennessee Valley Railroad Museum which has a fine reputation for restoring locomotive parts.

Chama, New Mexico: After a really good year that featured an increase in ridership and revenue, this was all accomplished without an increase in expenses. A rare experience these days! The Cumbres&Toltec Railroad announced that the 2009 season would run from May 23 thru October 18. They had almost 45,000 riders last year, which is an increase of 4.5% in ridership and revenue from 2007-08. Mr. Randy Randall, chairman of the C&T commission said that railroad has applied for a one million dollar grant from the San Francisco based Candelaria Fund. If the grant is successful, the railroad would receive \$100,000 a year for the next ten years. A great windfall for this operation, which has seen hard times in the past. In another bit of good news, a major motion picture studio will be forming in the state of New Mexico, and they will be shooting scenes of this historic railroad along with surrounding areas for this upcoming movie.

Stack Talk by Neil Moran...continued from page 9

San Antonio, Texas: Engine #794 after being stationary for nearly fifty years in a park is getting a second chance. However, the San Antonio Railroad Heritage Museum needs to raise quite a bit of money. It will start a campaign to bring this locomotive back to working order by having volunteers start repairing the engine with new paint and other outside repairs. The Museum has taken over the maintenance of this 92 year old Mike from the Sunset Station, which cared for it these many years. When #794 was moved to the depot in 1999 after years of display at a downtown park they will dismantle the locomotive to see what needs to be repaired or replaced. Mr. Gary Rodriguez, the group's president, said the eventual cost of this project will depend largely on the inspection. He figures it will be around \$500,000. Right now the main goal is to start raising the money to get it inspected, for the eventual rebuild.

It is fortunate that the Mikado had gone through a complete overhaul before being donated to the city and placed in Maverick Park in 1957. The long term goal is to get the Mike to haul passengers from San Antonio to Elmendorf as a weekend tourist operation. In her days in the sun the 2-8-2 hauled freight trains in south Texas for forty years before being retired. It is among only four Mikado type engines that were built for the Southern Pacific railroad that are still left in this country. We wish them all the best in this project.

Minneapolis, Minnesota: The twin cities is known for its long cold winters but inside the building shop at Minneapolis Junction, Milwaukee Road 4-8-4 #261 waits for the warmth of springtime. So workers from the non profit "Friends of the 261" can resume the building efforts that started last fall. After a very successful trip over Canadian Pacific's rails to La Crosse, Wisconsin and returning to the twin cities on the BNSF, it was a great way to end the season. Now they have started the big rebuild with the removal of the super heaters, elements of the exhaust system, cleaning of the smoke box and building a scaffolding across the pit to facilitate the removal of the boiler. Super heaters will be replaced, and then the flues can be cut from the sheets at both ends, pulled out from the front of the engine and recycled. Once the flues are removed the interior of the boiler can be cleaned, inspected, and tested in accordance with the FRA standards. The tube sheets will then be inspected, ground clean of excess welding, and prepared for the installation of the new flues. A tremendous amount of work for this federally mandated 1,472 day inspection and overhaul. This will be the largest amount of work done on the #261 since it was restored to service in 1993. The engine now resembles a shell, with major components removed, and the boiler stripped of materials.

Assuming a new lease is concluded, the Friends will need to raise several thousand dollars more in addition to complete the rebuild. What I have written before of the rebuild is only part of the story. To help pay for the overhaul the group is currently working with CP to operate fall color trips along the Mississippi River between St. Paul and La Crescent, Minnesota. Tentative plans also call for an excursion train to run October 11-12, 2009 and will be powered by another steam locomotive or vintage diesels.

Wilmington, Delaware: Our last stop. In 2009 the only regular operating 4-4-0 east of the Mississippi will turn 100 years old. No. 98 was built in 1909 by the American Locomotive works in Schenectady, NY for the Mississippi Central Railroad. She has been in service at the Wilmington & Western RR since October 1972. The American type engine had a complete rebuild in 2001 through 2004. The Wilmington & Western operates a ten mile route from Green Bank Station to Hockessin, Del.

Now it is time to thank all the people who took the time to write some of the news you have just read.

John Biehn (Dayton, RR Society), John Batwell (South Africa), John Reilly (RRE-NY), Richard Taylor (NRHS-NJ), and your most humble servant in steam)

UNTIL OUR TRACKS CROSS AGAIN

Long Island Sunrise Trail Chapter
National Railway Historical Society
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**ATTENDING MEETING
AT CHRIST CHURCH
BABYLON**



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY