



# SEMAPHORE



## October 2011

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

### THIS MONTH:

Noted rail historian and photographer, **Rich Taylor**, will be presenting a digital slide show on the Lehigh and New England Railroad that was shut down October 31st, 1961, 50 years ago. In addition to presenting his and others images he will also discuss the history, facilities, and operations of this famous anthracite coal hauler. His work has been published in several Morning Sun RR books in recent years.

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

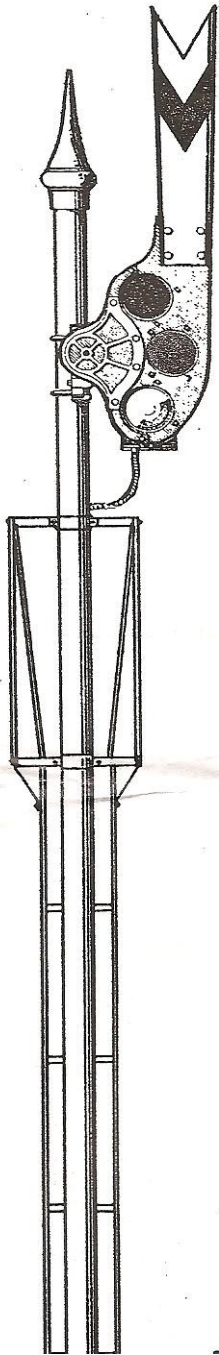
**<http://www.nrhs-list.org>**

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THE PUBLICATION OF THE  
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## LIST Merchandise



### LIST ORDER FORM



The following price list is for LIST members only!

The 2012 LIRR calendars are here and available for shipping. Thanks to John Scala, the "Weekend Chief," they look great! They are his usual fantastic quality! Please see below to order them. The production cost of the calendars went up but the calendar prices are the same as last year.

# \_\_\_\_\_ 2012 LIRR calendar @ \$8 each Total \_\_\_\_\_

# \_\_\_\_\_ LIRR 175<sup>th</sup> Anniversary 60 page book @ \$10 each Total \_\_\_\_\_

# \_\_\_\_\_ NY Connecting RR Book @ \$27 each Total \_\_\_\_\_

# \_\_\_\_\_ Babylon RR pins [Trolley drawing] @ \$3 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 \_\_\_\_\_

Shipping for 1 calendar or 1 of the books, \$2.50

Shipping for 2 to 4 calendars, please add a total of \$5.00

For more than 4 calendars, please call or e mail for the shipping cost.

Each additional book, add \$2.50.

Shipping for 1 to 3 pins, \$1.50

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping. For example, 1 calendar shipped to an address in NY State would be a total of \$11.41]

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

National will be sending out the annual dues renewal notice this month. It would be greatly appreciated by our treasurer and me if you could please send in your membership renewal as soon as possible. We always have some members who send in their renewal in Feb. or March; this late renewal makes our bookkeeping much more difficult and time consuming. Thank you for your co-operation in this matter.

Our Chapter is conducting two events this fall.

First, we will be taking a tour of the Hillside Maintenance Facility on Saturday, October 29<sup>th</sup>. Please see the flier in this month's newsletter. IT IS PREFERABLE THAT WORK BOOTS BE WORN ON THIS TOUR! If you are wearing open toed shoes or sneakers, you will not be allowed on this tour! The flier shows that the cutoff date is 10/15; however, if you call or e mail me by the 21<sup>st</sup>, I should be able to add you to the tour. You must call or e mail me by the 21<sup>st</sup>, no later! We have limited the number of possible attendees so please let us know as soon as possible. We thank the people of the LIRR for setting up this tour and making it possible. Their assistance is greatly appreciated!

Second, we will be taking a ride on the RiverLine as noted in the flier in this month's Semaphore. Recently, I was on Amtrak's Acela on my way from Philadelphia to NY Penn and I noticed a RiverLine train in close proximity. Futuristic and sleek looking. This should be an interesting trip so let us know if you wish to join as soon as possible.

### Long Island Rail Road ...News

Recently, rail freight operations on Long Island have been in the news. A new rail freight terminal in Yaphank opened on September 27<sup>th</sup>. It is called the "Brookhaven Rail Terminal" and is situated on a 28 acre site on Sills Road in close proximity to the L.I.E. The terminal is served by a spur off the LIRR. This facility is expected to handle at least 500,000 tons of construction material and commodities per year. The terminal operator is U.S. Rail of New York. The terminal will have the NY & Atlantic Railway deliver the rail cars to its facility and then the terminal will take over with its own locomotives.

Newsday had a recent article which stated that the LIRR will be evaluating the use of "Quiet Cars" on some of the trains it operates. The evaluation will entail a limited amount of quiet cars on some trains. I believe Metro-North is also evaluating the implementation of quiet cars on some its trains also. More on this in the future.

On a personal note, I can tell you that overall, the trains going West in the AM are mostly quiet with a few exceptions. The evening eastbound rush can be noisy, especially on Fridays with vacationers heading to the Hamptons. As you can imagine, most people carry on conversations with other riders at a reasonable noise level, it is cell phone conversations that are the loudest and most disturbing.

The 2012 LIRR calendar is selling well. I am going to place notices in a couple of rail road magazines. The last several years' calendars have been sell outs but I am always looking for more exposure for our Chapter as well as our calendars, books etc. If you have thoughts on where we could advertise for free or at a nominal amount, please let me know.

As previously noted, we are always looking for new members. If you recommend 3 new members in one year, whether they are Chapter only and already a member of another NRHS Chapter, or a full new member, we will pay for your entire years dues [\$46] the following calendar year. So recommend new members and save money also.

You may e mail me at [csquigley@optonline.net](mailto:csquigley@optonline.net) or call me at 631-487-4766 if you have any questions or comments regarding any item Chapter or LIRR related items. Thank you.

## Stack Talk by Neil Moran

SOUTH AFRICA – REEFSTEAMERS, GERMISTON: Last July the Germiston Club held yet another opening day with four various types of locomotives under steam No. 1533 a Class 12 AR 4-8-2 # 3046 a 15 F Class # 4-8-2, #3472, a 25 ng Class 4-8-4, and # 4079 A Garratt 4-8-4 + 4-8-4 from Sandstone. Photographers were invited to come to the depot early in the morning for sunrise photos. After that the four engines moved around the station and yards for additional photo opportunities. The green Garratt #4079 ran an excursion to Boksburg and back which included many photo run bys. All rail fans were very impressed with the one day affair and hopes for more steam events like this will be on the agenda for this year, and in the years to come.

FRIENDS OF THE RAIL – PRETORIA: Class 19D # 2650 A 4-8-2 had some serious work done on her. The group replaced several small tubes, and one large tube. The engine has been out of service for some time now. They may have to replace more tubes when the engine goes under a ultrasonic testing soon. They fear the worst. The tender has had a lot of its brake gear repaired, and vacuum cylinders tested. The drawbar has been straightened, and the tender box has been worked on.

ROVOS RAIL – PRETORIA: Work has been progressing rather well on Class 19D #3360, and this 4-8-2 was due to be steam tested this past August. This is the only serviceable locomotive of this Class today in South Africa. At one time this group had two other 19Ds working #2701 and # 2702.

ALOE FESTIVAL AT KWAZULU NATAL: During the steam festival this past July, daily trips were run between Creighton and Riverside with Class 19D 4-8-2 #2669. Then on Sunday July 17<sup>th</sup>, a special cyclists train ran from Creighton to Donnybrook using 19D 4-8-2 #2669. You don't want to even know what this special does. For sure it would be outlawed in this country. Later during the festival, GMAM Garratt 4-8-2 + 2-8-4 #4074 powered a train to Riverhead and back with numerous run bys. This was quite a steam bash, and everyone went home very tired, but very happy!!

UNITED KINGDOM – LONDON: From Paul Ambler of the "The Tornado Telegraph" comes this smashing news. The A1 steam locomotive trust that built the "Tornado" has been given permission to help celebrate the 40<sup>th</sup> anniversary of the return to steam to the mainline in Oct 1971 when King George V broke the ban on steam by British Railways. On Oct 8<sup>th</sup> 2011 Tornado will haul a special train entitled "Help for Heroes" from Birmingham to London's Paddington Station. Then continue from Paddington Station to Hereford, and returning via Birmingham. This will retrace most of the original route by King George V. King Edward I will be in the drivers seat from Hereford to Birmingham. Many key players are offering their services free so that the maximum profit can be donated to the "Help the Heroes" cause. In fact Network Rail has waived all track access fees along with a group called Bells and Two-Tones the provisions to take on water when needed. Operator DB Schnider for it's role and "Steam Dreams" will provide the booking services. More sponsors are being sought for other aspects of the train to ensure that the maximum amount of ticket sales goes to Help the Heroes. The 40<sup>th</sup> anniversary train will run on Sat October 8<sup>th</sup> from London's Paddington Station to Hereford. Besides the gala special on Oct 8<sup>th</sup>, Tornado will be running excursions on the following dates in October: Oct 1<sup>st</sup> Barrows Hill Roundhouse in Chesterfield. The Tornado will be on display, and make moves around the facilities (by invitation only). Wed Oct 12<sup>th</sup> "The British Pullman" London's Victoria Station to Bath and Bristol and return. Fri, 14<sup>th</sup> to Sun. Oct 16<sup>th</sup> various classes on steam locomotives on display featuring A1, A2, A3, and A4. This event will take place at the Barrow Hill Roundhouse with all locomotives in various events. Sat Oct 22 to Sun Oct 23 + Fri Oct 28<sup>th</sup> to Sun Oct 30<sup>th</sup>. Midhants Railway in Alton numerous activities are planned.



## Stack Talk...continued by Neil Moran

NEW ZEALAND – AUCKLAND: Who ever thought this extravaganza itinerary up must have spent a year or more to get all the details right. One might remember an old TV show called the “Show of Shows” which starred Imogene Coca and Sid Ceaser. This steam special down in New Zealand could easily be called “Your Steam of Steam”. It's being run by Mainland Steam Co, NZ. This tour starts on November 2<sup>nd</sup> and runs to the 19<sup>th</sup>. Thats 17 days rail fans! Never in my lifetime have I heard of such a long schedule. But nonetheless here it is, and I'll try to make this as concise as possible. You arrive at Auckland and travel by motor coach to the Glenbrook Vintage Railway where their charter train will take you over it's 7.5 kmm railway with numerous run bys. Over in Auckland, and the following day (Thurs) leave Hamilton Station for a trip to Raurimo Spiral. By the way all these trips I mention will have many photo run bys at various locations. Friday Nov 4<sup>th</sup> Nations Part to Napier. Sat Nov 6<sup>th</sup> Gisborne to Napier. Mon Nov 7<sup>th</sup> a free day in Napier, a magnificent walk through this art deco city is a must. Tues Nov 8<sup>th</sup> Napier to Wellington train crosses many viaducts. Wed Nov 9<sup>th</sup> Wellington to Blenheim. Then taking Inter island ferry to Picton. Thurs Nov 10<sup>th</sup> Picton to Christ Church passing through 22 tunnels. Fri Nov 11<sup>th</sup>, free day in what's called the Garden City. Christ Church also has several trolley lines. Sun 13<sup>th</sup> Christ Church to Greymouth. Mon Nov 14<sup>th</sup> Graymouth back to Christ Church through southern alps which has spectacular scenery. Tues Nov 15<sup>th</sup> Christ Church to Picton. Wed Nov 16<sup>th</sup> Picton to Wellington and November 17<sup>th</sup> free day at Wellington. Nov 18<sup>th</sup> Wellington to National Park and finally Sat Nov 19<sup>th</sup> National Park back to Auckland. I want to emphasize that this tour will have a least six different steam engines and not a diesel in sight. As stated before each excursion will have many run bys as time permits, with several trips running on main line. This is a first class operation and Mainline Tours are bending over backwards to make your stay as pleasant as possible. As stated before here is your Steam of Steam Tour! Also call ++6498109567

CANADA - CALGARY: I'm happy to report that former Canadian Pacific Hudson #2816 is back up and running excursions again. They were able to fix the crack on the #3 drive axle by forging an new axle. She continued her trips out of Calgary to Didsbury, Crowsnest and Red Deer on Aug 29<sup>th</sup>. On Sat July 30<sup>th</sup> Red Deer, Panoka and Edmonton. July 31<sup>st</sup> she continued out of Edmonton to Josephburg and back to Edmonton. Then on Aug 3<sup>rd</sup> Edmonton to Wetaskin. The following day Aug 4<sup>th</sup> Wetaskin to Banff. The final day of scheduled excursions, found her running out of Wetaskin to Red Deer to Calgary. There may be more trips planned this fall, but nothing definite has been announced by C.P. Rumors have it she may come east into Toronto, but nothing can be confirmed as of yet.

SASKATCHEWAN – MOOSE JAW: A 1914 Vulcan Machine Works locomotive has recently been rebuilt. This restoration was led by Tom Cholowski, who is the Conservation Manager and Chief Engineer of the Western Development Museum Steam Program. During the rebuild a new boiler was fabricated. The cost of this project numbered about \$140,000, of which \$66,000 was raised through donations and fund raising. Shortline #101 was originally numbered #2265. The Vulcan worked in the coal mine at the Hillcrst Collieries in Crownnest Pass. From there it went to Alsasic on the Saskatchewan – Alberta Border until 1958. It was rebuilt in 1978 as engine #101 and ran on the shortline of the museum grounds till 1980.

UNITED STATES – DURANGO & SILVERTON: Once again a devastating rock slide has cost this railroad thousands of dollars reopening the line. Just a couple of years ago a major rock slide shut down the railroad for several days. “This was a real hit, and almost closed the line for weeks” said Evan Buchanan. “It cost us over \$500,000, and we cant take much more” He continued, “the slide occurred on August 2<sup>nd</sup> burying the line south of Silverton”. Naturally the railroad had to cancel trips into Silverton and hired contractors to clear the debris. Heavy rains had hit the area causing rocks and trees to give way and come down onto the tracks which was followed by mud and other debris. The path of the damage was over 300 feet across and 30 feet deep. And to add insult to injury several other slides covered the rails at various locations with up to 150 feet wide and 10 feet deep. The D&S NG along with contractors used three bulldozers, two excavators, and other equipment to clear the slides. Shorter trips up to Cascade Wye did continue to run for about five days, then the line reopened to Silverton. Said AL Harper owner of the D & S NG “It's just the nature of running a mountain railroad, but I wish Mother Nature would have called someplace else” Amen Brother Amen!!



## Stack Talk...continued by Neil Moran

WISCONSIN – MINNEAPOLIS: Workers have pressed a repaired main driving wheel onto Milwaukee Road 4-8-4 #261. This was a notable milestone in the engines rebuilding. The entire locomotive is undergoing a series of repairs to conform to federal railroad administration standards. The wheel had developed an oval shape because of wear, and there were fears that the wheel and axle might have other problems. So it was decided the driving wheel would come off, the wheel set was inspected and the hole in the wheel was filled and re-bored, and the wheel put back on the #261. One set of wheels has already been turned on the lathe, with the other three sets to follow. Later, the wheels will travel to Tennessee for additional work at the Tennessee Valley Railroad Museum. While the #261's owners, the non profit "Friends of the 261" has not announced a date for completing the rebuilding, it hopes the engine will steam in 2012.

WISCONSIN – HARTFORD: The group that operates Sooline 2-8-2 #1003 says it will rebuild the engine for more operations, which is good news indeed. The locomotive is due for it's federal administration 15 year inspection, and the group said it will likely cost \$400,000 to pass it. The engine is based at the Wisconsin Auto Museum in Hartford. She started to run excursions in the late 1990's and in recent years it made appearances under steam for various communities and photo charters. The #1003 last operated on Nov 13<sup>th</sup> 2010 and it's owners hadn't decided to fully restore her. William Gardner owner of her has already donated a substantial amount to the engines restoration, and the group is now looking for more donations from the public. For further information go to [//www/sooline1003.com/](http://www/sooline1003.com/).

WISCONSIN – NORTH FREEDOM: The Mid-Continent Railway Museum has received a challenge grant that has enabled it to begin restoration work on it's most legendary steam locomotive. The museum has already started work on former Chicago & Northwestern 4-6-0 #1385. This would provide the museum with it's first operating steam locomotive in a decade. The Wisconsin based Wagner Foundation has offered a \$250,000 challenge grant to jump start the work. Unlike most challenge grants, the museum can begin spending the money on the #1385. Don Meyer, the museums Executive Director, said if we can raise \$250,000 needed to match the foundations grant we could have the engine up and running in two years, maybe sooner. That may be wishful thinking as current cost estimates are somewhat outdated. Plus inspections of the running gear might reveal additional problems. Mr Meyer also stated while work has begun on #1385, restoration work on our other two engines will be put on hold. But our goal is to once again operate all three engines. We sincerely wish them well.

TENNESEE – CHATANOOGA: Just two months ago the Tennessee Valley Railroad Museum's ex Southern Railway #630 a 2-8-0 switched tracks and rolled onto Norfolk Southern's mainline for it's second test run since it's restoration was completed earlier this year. The 1904 Alco product took to the mainline at Jersey, where the museum and NS interchange, and led six coaches on a run to Cleveland, Tennessee and back, a round trip of about 60 miles without any problems. This followed a test train a few weeks earlier with one coach and 10 boxcars. Still earlier the crews at the museum completed a 13 year restoration of the engine which included heavy boiler work and running gear work. NS announced last summer that it would partner with the Chattanooga based museum to operate special trips for employees, shippers and the public. However, no public trips have been announced so far, but #630's mainline test runs indicates progress. This past labor day weekend the museum celebrated it's 50<sup>th</sup> anniversary. Cheers!!

MARYLAND – CUMBERLAND: Two steam photo freight specials on the Western Maryland Railroad will offer outstanding photo locations, extensive tree and brush clearings will now provide new locations to take pictures of the steam train. The star performer will be of course #630 a 2-8-0 also known as "Mountain Thunder". The engine will be in original Western Maryland livery paint complete with a fireball emblem. The freight train will consist of 10 vintage freight cars and caboose. The trip dates are Oct 17<sup>th</sup>-18<sup>th</sup>. For further information contact Carl Franz at [cmfr@aol.com](mailto:cmfr@aol.com).

Now its time to thank the people who took the time to send me most of the steam news you just read. John Biehn (Dayton RR Society), Paul Ambler (The Tornado Telegraph), John Batwell (Union of South Africa), Rich Taylor (NRHS-NJ) and from your most humble servant in Steam.

UNTIL OUR TRACKS CROSS AGAIN

**THE LIRR MODELER** by Mike Boland**THIS MONTH'S FEATURE:  
MODELING AND WEATHERING RAILBOX  
COMBINATION DOOR BOXCARS**

**PART 1:** Just about anyone doing any train-watching back in the 1970s and 1980s knows—or should know—about Railbox, those bright yellow boxcars with black doors and billboard lettering. These cars were a big part of railroading and were seen all over the country. Yes, they were here, too, on Long Island definitely polished the rails of the LIRR for many years.

Railbox was formed in January 1974 as a subsidiary of Trailer Train. Railbox offered a large pool of general purpose boxcars that could be readily interchanged by railroads all over the country. The very first boxcars were delivered in October 1974 and the last new cars went into service in June 1981. During this period of eight years three major types of boxcars were built. All three types were uncushioned 50-foot AAR “XM” class cars.

This feature will concern itself with the third type of Railbox boxcar. This type was a variation of the second type of car; it was a combination door boxcar of the Plate C type. The cars all had a 16-foot opening with a 10-foot sliding door and a six-foot plug door. The sliding door was black while the rest of the car was a bright yellow; Railbox Yellow is a specific paint that is available from several model paint manufacturers. A late Railbox paint scheme toned down the bright yellow and it became a much paler hue. Railbox decals are also available from decal manufacturers.

Much more information about Railbox can be found in the book “Railbox Freight Car Roster and Pictorial” that is Freight Cars Journal Monograph #12 of December 1990 by David G. Casdorff. Casdorff is a noted freight car observer and quite an expert on freight cars. Some of the information that appears in this feature was taken from his publication; it is a fine study of the cars with a number of good black and white photographs with complete roster information.

These combination-door Railbox boxcars were easily recognized by their reporting marks. Unlike other Railbox boxcars, which had RBOX reporting marks, these cars were given ABOX reporting marks. The cars were built in four lots of 400, 600, 950 and 500 cars and were built between 1978 and 1979. The cars were class XCF30, XFF30, XFF30A and XFF30A.

These ABOX boxcars were numbered 50000 through 52449 and this type of car carried lumber and was easier to load than the convention single-door RBOX cars.

Of the ABOX cars, a number of them, along with some RBOX boxcars, were distributed to the Canadian National in 1984, one year after distribution of these cars and the entire Railbox fleet began. A number of these cars are believed to be still in service.

There are great color photos of the model—made by Athearn, MDC and ExactRail—as well as the prototype on the cover of “The Model Railroader’s Guide to Freight Cars” by Jeff Wilson. We will use these photos when it comes time to weather our models.







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**HAPPY HALLOWEEN  
TO ALL OF YOU AND  
YOUR FAMIL-  
ILIES!**

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**FROM LIST**

