



# SEMAPHORE



## September 2011

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:

This months presentation will be given by Matt Herson and will focus upon New England Railroading in the 1960's, 70's and 80's.

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

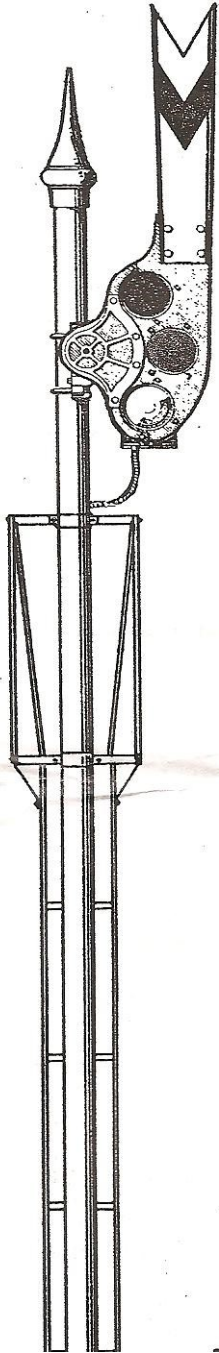
<http://www.nrhs-list.org>

**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



**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

Welcome back! I hope that your summer has been an enjoyable one with plenty of rail fanning!

Our Chapter's 2012 LIRR calendar is now in stock and thanks to the Weekend Chief; the 26<sup>th</sup> annual edition is an excellent one. Although our cost went up slightly, we have maintained last year's price which is \$8 for members. The enclosed order form reflects the 2012 calendar.

Elections were held at the June 2011 meeting with the following results. Stephen Quigley, President; Robert Myers, Vice-President; Alan Mark, Treasurer, Craig Ash, Secretary and Ben Young, National Director. The Board members are as follows: Michael Boland, Robert Cecere, Kenneth Katta, Kevin Katta, Richard Schulman and George Wybenga. Thank you to all for volunteering for these positions.

The trip committee is working on a rail fan trip. One of the trips will be trip on the River Line in New Jersey.

NEWS FLASH - We have just received notice that a tentative date of Saturday, October 29<sup>th</sup> is acceptable for a tour of the Hillside and Morris Park shops of the LIRR. We will have only a limited number of possible attendees so if you are interested in attending, please e mail me with your request. We may institute a small fee for this tour. More information to follow.

Dues renewal will be sent out by National Headquarters in October. Please be timely with your response. The Chapter dues will remain at \$10. The \$10 Chapter dues do not cover the cost of the Semaphore and as a result we might have to consider a small increase in the Chapter dues in the future. Not this year however. Please mail back your membership renewal as soon as possible to our Treasurer, Alan Mark. Alan's address is on the renewal notice.

Many thanks to Alan for volunteering to take on the Treasurers position. Your co-operation in mailing back your dues renewal in a timely manner is greatly appreciated.

We are always looking for new members. If you know of anyone who might be interested in joining NRHS – LIST, please let me know and I will send them information on how to join us. Remember, bring in 3 members in one year and the Chapter will pay your entire dues the following year.

If you wish to write an historical article for the Semaphore, just let me know and I am sure that we will be able to print it. My e mail address is [csquigley@optonline.net](mailto:csquigley@optonline.net) and my telephone # is 631-487-4766.



## Stack Talk by Neil Moran

Well, it's been two months that have flown by quickly, and a lot of catching up to do in the world of steam. So let's get started.

CHINA: With steam locations rapidly disappearing in this country I don't know how long I can go on with news which now comes in very sporadically. But here's what I have for you.

ANPING: This industrial line is about 60 km south of Silenyang in Liaoning Province and still maintains a network of industrial lines that extend to about 15 km from the large CNR interchange yards. It is here on these 15 km that a small fleet of Js Class 2-8-2s still powers some freight trains. A large iron ore grading plant dominates the yard in Anping. The ore is crushed and then ground into small round pellets which are then loaded into hopper cars. This is a very slow process as each car is filled and then the engine moves the train forward so the next car can be loaded. Not very exciting to watch, but when the eight cars are finally loaded, the train then moves out and heads for the mainline of the CNR. A good time to catch the Js engines moving around is in the very early morning, as the locomotives come out of stalls and head down the track to get water and move around the yards. It is then they pick up their eight ore cars and proceed to the pellet plant. There are several locations you can chase the train between Anping and the main line of the CNR. But since electric engines are now running most of the ore trains the tracks are mostly under the catenary with many poles in the way. One very different shot you may want to take is at the coaling dock. There, early in the morning are a number of "coal pickers" elderly and unemployed who spend their days sifting through the ashes looking for unburned coal to either take home or sell. This is a serious contrast to the modern image China seeks to portray. It is doubtful the Js class locomotives will last out the year, as there are only four left. Just think back in 2009 the line supported over 30 engines. This may very well be the final news from China. Sad but true.

SOUTH AFRICA – SANRASM KRUGERSDORP: Unfortunately, this museum has fallen into hard times. First of all, the conditions of the coaches is appalling with seats being in various stages of disrepair. An A-28 car "Shashi" being the worst example, along with Private Saloon car "Wes Vaal" and car 15001 close behind. New roofing has been installed on the roofs of these cars along with other repairs are being done with earnest the news on the locomotive front is a little better. No brass, or copper fittings with white metal bearings and rods have been stripped by the thieves. But still other missing parts are missing from underneath, so work needs to be done to get them mobile. Earlier this year former NR2 Class 15 Garratt a 4-6-4 + 4-6-4 was prepared for relocation to New Zealand. The Garratt sailed from Durban on April 8 and arrived in Melbourne April 28. Later she was moved to Auckland and arrived there on May 16<sup>th</sup>.

ZIMBABWE – BULAWAYO: Surprisingly, Zimbabwe has more working class steam than the whole of the rest of Africa put together for some years with excursions to Hwangie (formally Wankie) on the line to Victoria Falls and Zambia. However, it is no longer the kind of country most tourists want to visit. One can keep up to date on the current situation by getting to Zimrail Group [Zimrail-subscribe@yahoo.group.com](mailto:Zimrail-subscribe@yahoo.group.com). The country still has the best railroad museum in Africa at Bulawayo with several Class Garratts working at times along with different class locomotives. The amount of work they do varies from enormous to unpredictable. If you happen to be in the area, and you are patient, you will be greatly rewarded by seeing Garretts shunting around the yards in the 21<sup>st</sup> century has got to be really special. Go on line with <http://www.geoffs-trains.com/reportzimbabwe07.html>.

UNITED KINGDOM – LONDON: The news here couldn't be better since the A1 Class Tornado has been back in excursion service, she has been literally tearing up the tracks. During the months of July and August it has run nine excursions to various sites in England these include trips to Kingswear, Bath, Bristol, Worcester, York and Minehead. All these trips were completely sold out. This month her journeys continue. Sat Sept 10 the Cathedrals Express out of Euston to Chester and return promoted by Steam Dreams.

## Stack Talk...continued by Neil Moran

Thursday, Sept 15 the Cathedrals Express out of London's King Cross Station to Lincoln and return. Sat 17 and Sun 18 "Model Rail Live" at Barrow Hill Roundhouse, with side trips to Chesterfield, she will also move around the facilities at the roundhouse both days. Wed Sept 21 "The Calendonian Tornado" and Crewe to Glasgow, and return via Shap and Beattock, Fri Sept 23 to Sunday 25 trips on the Severn Valley Railway to Kidderminster. Fri Sept 30 "The British Pullman" circular trips out of London's to various locations in and around London. As one English rail fan said "good to see the old girl running again, she looks fine and is as good as old boots". Here Here!! There will be at least six more trips in October.

CANADA- CALGARY: Some really bad news to report here. Back in June while Canadian Pacific in British Columbia Hudson 2816 was on an excursion run from Banff to Vancouver when she cracked an axle and went down soon after. This was due to an unexpected hot box not detected by the crew. The engine was towed back to Calgary, where it has set for an indeterminate amount of time. It was the number 3 drive axle that cracked which put the locomotive down. Right now there are plans to have the axle repaired in the immediate future. Unofficial estimates put the repairs in excess of \$200,000. To properly fix the #2816 is to forge a new axle out of the proper strength, and then fit the wheels on, this would be a major task for the mechanical people tending her. They have removed the bad axle indicating something is being done. Persons close to the situation speculate C.P. will find the money in their budget some where so that repairs can begin sometime this year. Right now the 2816 people have only said the engine is out of service on a temporary basis. In news just received C.P. has approved the repairs on the locomotive. Good news indeed!!! I will update you on the progress of the repairs to the locomotive.

UNITED STATES: Despite the heavy overcast of doom and gloom for steam power excursions and short lines around our nation, they haven't been doing badly at all. In fact steam power appears to be alive and fairly well. Some new steam engines have made a second awakening. Last May, Polson Logging #70A 2-8-2 came back to life on Washington State Mount Ranier Scenic Railroad on May 14 – 15 the Grand Canyon Railroad ran a photo special for Peter Lerro using ex CB&Q Mikado #4960 to a sold out crowd. Also, McCloud River #25 A Class 2-6-2 ran regularly on the Oregon Coast Railroad between Garibaldi and Rockaway Beach up in Oregon. Up in Connecticut Valley Railroad in Essex has made good progress rebuilding ex Knox and Kane #58 A 2-8-2. As you read this article, she runs daily trips. The slope back tender has been squared off to look like a New Haven clear vision tender. The engine itself has a new welded arch window cab that was installed back in June. A new style sunbeam headlight adorns the middle of the smoke box. While in Pennsylvania, #40 a 2-8-0 made an appearance after a delay of several months due to repairs on driving axles, and new boiler tubes installed. While across the Delaware River, the Black River & Western Historical Trust has been working to bring back Black River & Western #10 A 2-8-0 back to running condition. At this writing in July, it is not known if she is up and about. Now we go to our usual format. There is some big news coming out of California.

CALIFORNIA – LOS ANGELES: On May 12 – 21 2012 Trains and Travel International has announced a Bonanza of a steam excursion. Former Santa Fe #3751 a 4-8-2 will operate a train out of Los Angeles to Arizona and return. Plus, additional plans are in motion to double head with Former CB&Q #4960 A 2-8-2 on the Grand Canyon Railroad between Williams and the South Rim of the Grand Canyon. The finalization of this extravaganza is still being worked on, but calls for this excursion train to run Los Angeles, Barstow, Cadiz, Parker and via Cajon Pass. From Parker the train will enter Arizona and run to Mathie then onto Williams with a run up to the South Rim of the Grand Canyon. While there you can visit the famous El Torvar Hotel built by the Santa Fe Railroad, and also visit the magnificent old wooden station which has been declared a national landmark. Departing Williams the #3751 will head south to Phoenix for celebrations related to the Arizona Centennial with a day trip up to Mathie and back to Phoenix for a short display so as folks can view the engine and visit the cab, before returning to Los Angeles via Parker. Plans call for photo run bys each day with freight traffic and timing considered. This 11 day steam excursion will be operated under contracts with AMTRAK, BNSF and Arizona & California Railroads. I want to stress to everyone that final written approvals and contracts are still pending, and updates will follow. Please contact [Chris@traintrips.biz](mailto:Chris@traintrips.biz) or call 1-800-359-4870.



## Stack Talk...continued by Neil Moran

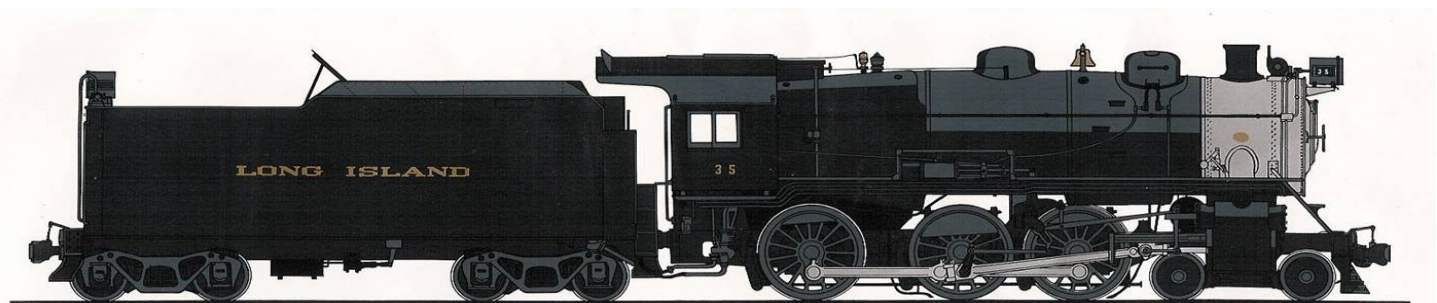
COLORADO – DURANGO: Now here's another gem you will be interested in. On Sept 24-25 the Durango & Silverton is holding their 22<sup>nd</sup> Annual Fall Photographers Train. You will definitely be transported back to the circa of the 1920s and relive the Autumn splendor of the Animas Canyon in the Colorado Rockies. Plus capture the glory days of the steam railroading. The railroad has repainted three coaches and one RPO car to emulate a historical look, plus their original coaches and of course the railroad will be using their former K Class 2-8-2 Mikados all built during the 1920's. Two very special days are planned, each with a different focus. On Sat Sept 24 the green consist will be joined by two Tuscan Red Chaircars build in 1878. This train will have run by on the trip North up to Silverton. They will also photograph the two regular service north bound trips as the photo special pulls into a siding. While in Silverton one can photograph the Silverton Station, and many other historical buildings. On the return to Durango there will be no stopping for photos. On Sun 25 a mixed train with freight cars, coaches, flat cars, and caboose (circa 1886) will run non stop to Silverton, except to take on water. After wyeing the train you will immediately head south to photograph the two northbound trains. After that, many photostops will be made on the way down to Durango. This trip will be doubleheaded. The Sat trip starts at 7am and returns at 7:30pm. The Sun trip also departs at 7am and returns at 7:30pm. Coach fares are \$169.00, San Juan Coach \$179.00 and Normad Chair Car \$239.00 for the mixed train, coach \$169.00 and caboose \$194.00. To book call toll free 888-train-07. Needless to say, the scenery in Animas Canyon will be awesome, and will blow you away. You will have pictures for a lifetime!

ILLINOIS – FREEPORT: The Stephenson County Engine Club has been running a 1912 Heisler locomotive for the past few years on special occasions. It runs on a small line called the Silver Creek & Stephenson Railroad. This year they started running trips in April and will conclude next month. In Oct she will run on Oct 8,9,15,22,23. These small excursions are in conjunction with special festivals the SC&S operates, they include throttle days when you can actually operate the train for a short time. They even have a photo day for photographers and other festival days when special foods are served. They have kept the Heisler in good condition, as many of the men are well acquainted with operating steam boilers.

PENNSYLVANIA – ALTOONA: The Altoona Mirror staff writer Boyd Owens reports the K4 restoration project is moving full steam ahead. Larry Salone, Executive Director of the Museum, says he's confident that after innumerable fits and starts on this project it is slated to take no more than two years to get the locomotive up and running again. Hmmm, pardon me, but I've heard this recording before!! But we'll see.

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), John Batwell (Union of South Africa), John Reilly (NRHS-NY), 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:******PART 5 OF MODELING MP70B DOUBLE-DECKERS IN O SCALE***

Well, we're back and we hope everyone had a good summer. It's time to get on track again as winter slowly approaches and we resume our hobby. So let's get right to work and finish our series on our O gauge double-decker.

In time for the New York World's Fair of 1964-1965, the LIRR adopted a new and attractive paint scheme, one with an orange stripe, lettering and numerals...at least for its passenger car fleet. While all locomotives except switchers got the orange "headlight" paint scheme, not all LIRR passenger cars received this scheme. Only one MP54 was painted in this scheme, MP54Cc #4929. No P54 of any class got the "World's Fair" paint scheme, which consisted of a slanted, speed-type lettering called Grotesque. Letters and numbers were in orange and all the "Worcester" or Pullman-Standard cars of 1955-1956, both MUs and diesel-hauled cars were painted in this scheme. The "American Flyer" or Osgood-Bradley cars purchased from the B&M and the 3500-series cars were repainted into this scheme, too. One ex-Pullman parlor-rebuilt-to-a-coach, #7505, received this scheme, although the stripe was removed later. Why? We don't know the answer to this. Two B60Bs and one BM60 received the orange stripe with smaller lettering that we believe was orange but condensed gothic and not slanted. The Zip cars and one ten-car train of Worcester cars wore a special World's Fair with slogan paint scheme. On these cars, the LONG ISLAND was not slanted but a condensed gothic font. The five ex-Pullman commuter club cars also received the World's Fair paint scheme, too.

Cars that received the World's Fair paint scheme wore larger Dashing Dan heralds, with no base and Dan running in either direction. With these heralds, Dan usually ran to the center of the car; on the old standard paint scheme, Dan was always running railroad west.

In the case of the double-deckers, some, but not all cars were painted in a modified World's Fair scheme. The letterboard was painted orange and slant lettering was used below the lower row of windows. Large Dashing Dan heralds were placed at each corner of the car. Three cars—1292, 1310 and 1325—were painted in this scheme, which featured a darker charcoal gray with a touch of blue in it. The car number was placed near the end of the car, giving the car two sets of numbers on each side, something similar to the old PRR-style Long Island lettering in the days of Tuscan Red paint.

Another variation of this scheme was used on 10 double-deckers that were rebuilt in 1967 in a unique, short-lived program that was supposed to be applied to the entire double-decker fleet. But money ran out and only 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1309, 1311 and 1312 were rebuilt. These cars wore the World's Fair scheme but did not have Dashing Dan heralds since the MTA by this time was in control of the railroad and disliked the herald. The rest of the fleet stayed in the traditional gray and orange paint scheme with Brunswick Green roof and white condensed gothic lettering and red numbers. There was one exception; double-decker 1346 received a one-of-a-kind MTA paint scheme in the late 1960s. The lower row of windows was painted Nordic Blue the rest of the car was painted Platinum Mist. MP70Ac #1346 was lettered with the same font but in blue and the same placement as the World's Fair paint scheme. Interestingly enough, the MTA "M" was not placed on the double-decker, probably because there was no room.

Island Model Works offers these decals and to make your model accurate-looking, consult photos of the car you are modeling. There's much coming out for LIRR modelers in the near future with AF cars, MP54s, and a guest feature by former LIRR parlor car attendant and now SEPTA dispatcher Doug Nash on the Osgood-Bradley cars in the standard gray LIRR paint scheme of the 1950s-1960s.

Until next time, happy modeling!

Babylon Historic Trolley Tours

# HISTORIC TROLLEY TOURS



*The Town of Babylon History Museum will offer one-hour trolley bus tours along the historic trolley route of the Babylon Railroad Co., which operated between the villages of Babylon and Amityville, from 1910-1920.*

**When:**

Sunday, Sept. 25: 9:00am, 10:30am, 12:00pm, 1:30pm, 3:00pm

Sunday, Oct. 16: 9:00am, 10:30am, 12:00pm, 1:30pm, 3:00pm

**Registration:**

Prior registration is required. For reservations, please contact the Town of Babylon Parks Dept., 893-2100.

**Fee:**

Adults (13-59): \$12

Children (3-12) and Seniors (60+): \$9

No charge for children 2 and under, if seated on an adult's lap.

**Where:**

Town of Babylon History Museum,  
Old Town Hall, 47 West Main Street, Babylon

**TOWN OF BABYLON HISTORY MUSEUM**

OLD TOWN HALL

47 W. MAIN STREET, BABYLON, NY 11702

Phone: (631) 587-3750

Email: [historian@townofbabylon.com](mailto:historian@townofbabylon.com)





## Call For Artifacts!

### Planting Fields Foundation Announces Special Exhibition on The Virginian Railway

The Curatorial Department at Coe Hall Historic House Museum is proud to announce the development of our latest exhibition, *Henry Huttleston Rogers and the Virginian Railway*, set to open spring 2012 at Planting Fields Arboretum State Historic Park in Oyster Bay, NY.

The Virginian Railway was a 440-mile coal-carrying line operated between 1909 and 1959, the construction of which was financed with the personal fortune of Henry Huttleston Rogers, vice president of the Standard Oil Company and one of the wealthiest American businessmen in history. With a nearly endless cash flow from Rogers' deep pockets – he invested \$40,000,000 of his own resources into the project! – the Virginian proved a unique enterprise in the modern railroad industry: it was built with the highest quality materials, equipment and labor; was one of the first railroads to electrify part of its line; and ushered in the era of railroad mergers and the eventual nationalization of America's railroads. Despite its small size and short life, the Virginian stands as one of the most well-engineered, efficient and profitable railroads in history, and today is one of the most celebrated fallen flags in railroading.

Through stories, artifacts and images, this exhibit explores the nation's remarkable railroading heritage at the turn of the twentieth century, the "Golden Age" of American railroads. Highlighted are major social, cultural and technological themes of this period: the growth of travel and settlement; the development of "rail towns"; the capitalist spirit driving the coal industry; and the railroad as icon and art. The exhibit also features a 10x12' O-Gauge model railroad, constructed by a local modeling club, depicting the Virginian's historic mainline from Deepwater, WV to Norfolk, VA.

You may ask, Why the Virginian Railway? Rogers' son-in-law, William Robertson Coe, was the owner of Planting Fields between 1913 and 1949. Mr. Coe served as an executive of the railway from 1913-1954, and his eldest son William Rogers Coe served as vice president and treasurer from 1948-1959. *Henry Huttleston Rogers and the Virginian Railway* will draw from the Planting Fields archives as well as the collections of museums, historical societies and private individuals to engage visitors in this story.

Planting Fields Foundation is reaching out the vast community of railroad enthusiasts to provide any leads on potential artifacts that would benefit this exhibition. These include:

- Pictorial imagery (historic photographs, railway posters/advertisements, brochures)
- Railroad hardware (lamps/lanterns, signals, tools, pins/spikes, whistles/bells)
- Passenger items (cards, tickets, menus, timetables, documents)

Railroad-related bric-a-brac and souvenirs

If you think you may have something to contribute, please send an email with a short description to [mhoward@plantingfields.org](mailto:mhoward@plantingfields.org) or call 516-922-8684. Collected materials for the exhibition may be donated or loaned. Please reply to this call for artifacts by November 30, 2011.

Planting Fields Foundation is a not-for-profit organization in Oyster Bay, New York, that collaborates with the New York State Office of Parks, Recreation and Historic Preservation to preserve and interpret Planting Fields Arboretum.

Long Island Sunrise Trail Chapter  
National Railway Historical Society  
Post Office Box 507  
Babylon, New York 11702-0507

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## **OYSTER BAY RAILROAD MUSEUM PRESENTS!**

The Museum is delighted to announce a most exciting and unusual presentation. Upstate NY writer Tom Riley has written a two volume book entitled Orphan Train Riders. It deals with a bizarre, but little known subject - the largest mass relocation of children in American history. Over 273,000 children were transported across the country by rail. Many were dumped and abandoned in cities and towns.

We hope you will join us as Mr. Riley presents this fascinating and disturbing chapter in American history.

Thursday, September 15, 2011  
Christ Church Parish Hall  
60 East Main Street  
Oyster Bay, NY  
7:00 PM

Also to be shown will be a 12 minute vintage film from 1924 titled "Scenes of Oyster Bay" which include film of the Oyster Bay Train Station in its glory with a D-16sb locomotive and crew posing in front of the station as well as scenes of downtown Oyster Bay. This is not to be missed!