



SEMAPHORE



February 2013

The next meeting of LIST will be on **Friday, February 15th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

This month, two of our younger members will make a presentation on their experiences at "Rail Camp".

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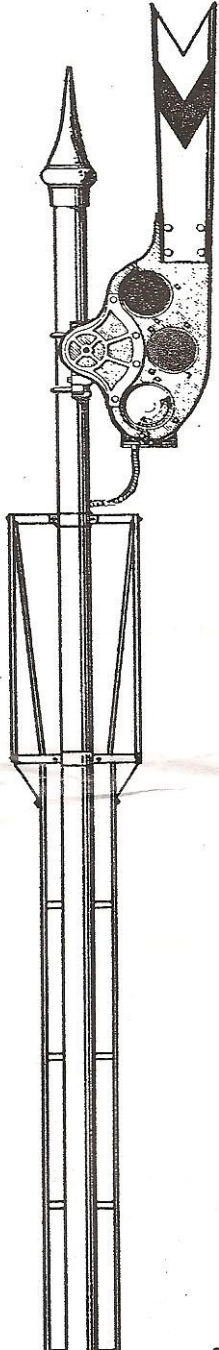
For regular updates and other important information, visit the Chapter website at:

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

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





The following price list is for LIST members only!



# _____ 2013 LIRR calendar	@\$8 each Total _____
# _____ LIRR 175 th Anniversary 60 page book	@\$10 each Total _____
# _____ NY Connecting RR Book	@\$27 each Total _____
# _____ Jamaica Station by Dave Morrison	@ 18 each Total _____
# _____ LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____ LIRR in the Fairbanks Morse Era	@ \$20 each Total _____
# _____ The Long Island Rail Road, In color Vol. 1	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 2	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 3	@\$48 each Total _____
# _____ The Long Island Rail Road, In Color Vol. 4	@\$48 each Total _____
# _____ The Cast Iron Eagles of Grand Central Station by Dave Morrison	@\$5 each Total _____
# _____ Revisiting The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____ NY City Electrified Railroads, In Color By Alfred E. Fazio	@\$48 each Total _____

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

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

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

Each additional book, add \$2.50.

[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

I apologize for the fact that our 2013 LIRR calendars were delayed. WE NOW HAVE THE 2013 LIRR CALENDARS IN STOCK!!!! We have shipped a calendar to everyone who ordered one as per our records. If you did not receive a calendar that you ordered by the time you read this, please email or call me. My contact numbers are at the bottom of this page.

Many thanks to Chapter members Mike Boland, Dave Morrison, Bob Myers and Bob Sturm for putting together our 2013 calendar in a short period of time. Without these dedicated people, we would not have a calendar this year. Thank you!

I also wish to thank 2 members of the LIRR, Mike Charles and John Spoltore who provided photos of Jamaica Station for us.

Thank you again for your patience as I believe this year's calendar was worth the wait especially that this year is the 100th Anniversary of the present day Jamaica Station. I believe that you will enjoy viewing some of the photos of Jamaica Station, then and now.

If any Chapter member is interested in purchasing a book published by Morning Sun Books Inc., please email or call me and I will purchase it for you. Go to www.morningsunbooks.com to view the selection and then send me an email or call me regarding the procedure to purchase. Naturally, Chapter members will receive a discount off the retail price. [If the retail price is \$59.95, Chapter members cost will be \$48 plus S +H and tax if applicable]

The Chapter's book on the "Shortline Railroads of Long Island" is in the final stages of being edited. This book is being produced by our Chapter with credit going to authors Ed Koehler and Harold Fagerberg. We hope to have this book available by late spring. The book will probably have 128 pages, filled with maps, photos and roster lists of the Short Lines of Brooklyn and Queens.

In anticipation of the 100th Anniversary of Jamaica Station which will take place in 2013, we are exploring various commemorative items. One of the items will be a chrome railroad spike. We will take a typical spike, have it polished to shiny chrome and then have it engraved with "Jamaica Station 1913 – 2013. The cost will be approximately \$100 per spike plus s + h. We will produce them only in the amount of the orders placed. If you are interested in ordering one, please call or email me.

Dues renewal was sent out by National Headquarters in October. If you have not paid your dues by March 1, the NRHS will note you as not renewing and you will lose your membership in LIST as well. Please send in your dues renewal as soon as possible if you have not already done so. To the many members who have already sent in your dues, we thank you for your continuing support of LIST. If you have not received your dues renewal notice or have misplaced it, please call or email me and I will put you in touch with our Treasurer, Alan Mark, who will assist you.

Continued on next page



LIST NEWS...continued by Steve Quigley

Feb. 1 was the 100th Anniversary of Grand Central Terminal in NY. A big celebration was planned and all throughout 2013 special events will take place. More information to follow in future editions of the Semaphore. Many knowledgeable people are of the opinion that the destruction of NY's Penn Station resulted in GCT being saved. The destruction of Penn led to the creation of NY's Landmark's Preservation Commission which later saved many structures as people realized what a mistake the destruction of Penn was.

The LIRR Jamaica Headquarters building is having renovations being done to its exterior. Presently, scaffolding and netting is in place but I am told that substantial work is being done which will restore the exterior of the structure. Our Chapter has a plaque on the wall outside the ticket office/waiting room which commemorated the 175th Anniversary of the LIRR in 2009. The plaque was presented to LIRR President Helena Williams by me at the 175th Anniversary ceremony. If you have a few moments while "Changing at Jamaica," take a look at the plaque.

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.

If you wish to write an article for the Semaphore, just let me know and I am sure that we will be able to print it. I have a few articles waiting to be printed but we can always use more. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766.



Grand Central Terminal celebrated her 100th anniversary on February 1st! Learn more about this beautiful station and her centennial celebration. Visit www.grandcentralterminal.com

THE LIRR MODELER by Mike Boland

This Month's Feature:

CON-COR'S MP54S PART 1

It's been awhile since the Con-Cor LIRR MP54s have come out—they first appeared back at the end of the summer or early fall—but now we can focus on these cars.

Con-Cor's MP54 is the successor to its recent run of mP54 passenger cars. They have brought out three types of cars, both powered and unpowered in two LIRR paint schemes. We were surprised that the very



popular smoky gray and orange paint scheme—with and without the celebrated Dashing Dan herald—were not brought out sooner but we understand that there will be a special run in this scheme soon. We worked very hard with Jim and Con-Cor to get these cars as accurate as possible. We must thank our own Weekend Chief, the irreplaceable but ailing John Scala (get better soon, John!) for providing paint chips of the orange and gray paints used by the LIRR.



Con-Cor's cars come in three types: the MBM62 baggage-mail, MPB54 passenger-baggage combine, and the all-coach MP54. We'll take an intensive look at these cars, beginning with the MBM62, available

in both powered and unpowered versions. The cars are available in the familiar and longtime Pennsylvania Railroad standard passenger car color of Tuscan Red with black roof and underbody along with gold lettering. The other scheme available is the very attractive Tichy colors of slate gray sides and ends with off-white or aluminum roof and window struts along with silver window frames or aluminum. The underbody is black and lettering is white condensed gothic with red condensed gothic numbers in an off-white rectangle centered in the middle of the car below the windows.

We'll examine the baggage-mail MU car next time as our series on LIRR MP54s continues. We'll be writing about the MBM62, of course. This car is probably one of the most unique cars ever operated by the LIRR.

Until next time, happy modeling!



Stack Talk by Neil Moran

After a prolonged absence of seven months, I have finally made it back, after almost buying a ticket for that big roundtable in the sky. But someone decided I had a few more excursions to run yet before visiting the bone yard. So let's get some steam up, and start moving on the rails.

CANADA – Kitchener, Ontario: The Waterloo Center near Kitchener, got their newly restored 0-6-0 #9 operating over the late fall in 2012. The locomotive hauled a train to the farmers market and St Jacobs out of Waterloo. It also ran a special trip from Waterloo to Elmira late in October. Locomotive #9 was built by the Montreal Locomotive Works in 1923, and pulled freight trains for decades in the Windsor area. She was retired in 1960, and stored in pieces, but luckily escaped the scrap heap. Fortunately a group from Southern Ontario, called the "Southern Ontario Locomotive Restoration Society" that was formed in 1986, made this engine their pet project, and have given the #9 a second life.

UNITED STATES, POMONA, CALIFORNIA: Discussions between the Union Pacific Railroad and the Southern California Chapter of the Railway Locomotive Historical Society located in Pomona, regarding the full restoration of the 4-8-8-4 "Big Boy" #4014 to active service, are continuing, however it seems to be a "bone of contention" between the two organizations. The group from Pomona stressed in a letter as of early January, that is no firm proposal from U.P. , and the two parties are only in the midst of exploratory discussions. Part of the deal would be for U.P. to provide an alternate piece of equipment for display, presumably a diesel locomotive, or possibly another steam locomotive to replace the Big Boy. U.P. has made it clear to the chapter that it would not consider a trade for another locomotive, as the railroad feels it is not in a position to thin its roster further. Ed Dickens manager of Union Pacific's steam program visited the chapters' site at the Los County Fairgrounds for five days. According to the board, at the time, Mr. Dickens expressed interest in Big Boy #4014. If the 4-8-8-4 does return to the rails after restoration, the belief is the #4014 would eventually visit most of the 23 states that U.P. runs in presently. Some members of the Board of Directors in Pomona are in favor of having the locomotive back under steam again, which of course means returning it to U.P. These chapter members feel that the trade would bring great notoriety to the museum in having the Big Boy running again. These people are looking at this as far as newspaper, and T.V. advertisements are concerned. However, others are adamant that the removal of the #4014 would weaken the position the chapter as a viable museum. In addition, there are concerns that if the Union Pacific operates the engine, the chapter would not receive the appropriate recognition for it's efforts. One unanimous area of agreement in the chapter is that #4014 is transferred to the U.P. , and for some reason the restoration fails for any reason, or the steam program is cancelled, the contract must include a clause to return the locomotive back to the chapter in a condition as good as or better than when leaving their grounds. As a potential deal sweetener, the California museum indicated that once Big Boy if back in operation, Union Pacific would consider running a couple of fan trips, solely for the chapters benefit. The railroad has replied that if and when the #4014 begins operations in their system, it would rarely return to the Golden State. Union Pacific has also indicated that, if a deal with Pomona County can be reached the railroad has other options. There are several Big Boys elsewhere in the country that are potential restoration candidates. In fact one sits right in Cheyenne, Wyoming, but unfortunately has been subject to various bad flooding conditions. Sad to say, as the board members continue to quibble amongst themselves, the museum will not lose any of its prestige, they still have on display a U.P. 4-12-2 #9000, SP 4-10-2 #5021, Santa Fe 4-6-4 #3450 an A Union Pacific "Centennial" DD 40X #6915. Now that display is not too shabby. And one final thought, an operating Big Boy is much better than one on display. Don't you agree??

Stack Talk...continued by Neil Moran

ALASKA – WASILLA: A local business, called Central Environmental Inc. has made a \$46,500 donation in the form of asbestos abatement services to the "Engine #557 Restoration Company". She is a 2-8-0 Consol. This group, an Alaskan Non-Profit Corp established to restore to operating condition one of Alaska Railroad former steam locomotives to facilitate the safe restoration of the #557, CEI's Professional Workers spent more than a week removing asbestos from the boiler, pipe wraps, and other miscellaneous asbestos containing materials, with the asbestos material removed and the engine cleaned the hard working volunteers now have resumed work on the full restoration of the engine. With the continued efforts of these men, and from volunteers within the community it won't be long before we see old #557 under steam again, said Stuart Jacques President of the C.E.I. Before the Parks Highway or Seward Highway existed engine #557 and other 2-8-0s like her transported state goods and people between the ports of Seward, Whittier and Anchorage and the interior before being retired in June 1963. These proud locomotives gave their all, under horrible conditions. Therefore it is only fitting that at least one be brought back.

WASHINGTON – YACOLT: The Chelatchie Prairie Railroad is now the rightful owner of the Cressett & Western #10 A 2-8-2 Alco built in 1929. Originally the locomotive was purchased five years ago, and only ran for one year before falling into disrepair. Then there were some legal battles between the owners. With all that in the past, Paul Nasiatka has emerged as the new owner and secured ownership of the #10. All this means that the engine is finally being repaired, and should be ready to roll when the season opens on May 11, 2013. Fund raisers are already underway for the necessary repairs. Chelatchie Prairie excursions travel through the historic logging county of North Clark County from the town of Yacolt to Lucia Falls, with a stop at Moulton Falls Park. For more information go to www.byck.com,

CALIFORNIA – PORTOLA: Former Western Pacific #165 is now underway at the Western Pacific RR Museum at Portola, California. She's a 0-6-0 switcher built by the Schenectady Works of the American Locomotive Works, the engine mainly worked as many Western Pacific Rail yards, including Stockton, Sacramento's hugh facility and Portola, California. It was originally built in November 1919 for the United Verde Copper Company in Jerome, Arizona. In 1927 it along with the three sisters UVCC switchers were sold to the Western Pacific and became the road's S-34 Class, and numbered #165. She continued to work until March 1953, as Western Pacific was winding down their steam operation. After retirement #165 was placed on display in San Leandro, and then at the Alameda County Fairgrounds. She returned to Portola in 2006 on a museum flatcar marking the return of a Western Pacific steam power to Plumas County for the first time in nearly 50 years. The repair work is now headed by J. Chris Allen who is a well-known restoration specialist in the steam world.

COLORADO, SILVERTON: Mr. Al Harper owner of the Durango & Silverton railroad spoke recently to residents and the town's executives about issues involving the steam trains. As you know, the railroad is a major contributor to the welfare of both Durango and Silverton. Last season started out well for the railroad, with May being a busy month. But as the season lengthened, it lost ridership and there is the high maintenance of keeping 80 year old steam locomotive in top shape. That means the D&S annually spends an average of \$700,000 on its engines, plus maintenance of rolling stock, while also keeping the track in good shape. This winter season, there have been no major setbacks. As you might remember, last year the tracks were blocked for several days by massive rock slides, and a potential of fires in the canyons that always exist. In fact Mr. Harper has now started a helicopter service to monitor the track, and that service doesn't come cheap. He has asked the good citizens of Silverton to explore new ideas in coming up with financial aid, and will do the same in Durango. This is the first time the Durango & Silverton Railroad has faced such a challenge.

Stack Talk...continued by Neil Moran

WISCONSIN- HARTFORD: Locomotive #1003 a 2-8-2 Mikado is being restored to operating condition that will last up to fifteen years into the future. This extensive project will cost close to over \$400,000. Presently, work is approximately ninety percent complete with an approved FRA inspection in place that was completed a few months ago. Engine #1003 was started its service on the Bismark, Washburn & Great Falls Railroad in 1904. She is a ALCO product, and operated on several divisions on the former Soo line, such as the Shoreham and Savste Marie, Rapid River and Whitetail lines to name a few. The Soo line ran over 40 of these Mikados and provided the railroad with good service up until the end of steam. The #1003 lasted until August 1959 when she was retired from active service. Later that year she was presented to the city of Superior. The full restoration should be completed by the time you read this article to be followed shortly by an operating schedule.

NEW JERSEY – MINERSVILLE: A while ago Robert Kimmel Head of “Project CNJ 113” fired up his major product former CNJ 113 for short test runs. The 0-6-0 was fired up and ran with the aid of Reading & Northern SW 1500 for weight and braking purposes. Then the #113 gently eased back off the Wolf Creek Branch and on to the Minersville Branch, once on this line she continued to Marlin, then stopped for an inspection of moving parts. Two toots on the whistle, and she started back to Minersville once clear of the Wolf Creek switch, Engineer Shane Fredrickson opened her up for a run past the Minersville station leaning on the whistle. The sight of the 0-6-0 blasting through Minersville and across the Sudbury St. crossing was an awesome experience to behold. One spectator in the crowd was heard to say “God that brought back memories”. The sight and sound of a steam locomotive will do that to you!

It’s time to thank all the people who took the time, and indeed very patient with me till I got back on my feet again the news you’ve just read. John Biehn (Dayton RR Society), Rich Taylor (Kearney NJ), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN



LIRR RS-3 #1555 and a 3-2 coach that they use for Thomas the Tank rides located on the grounds of the Gold Coast Railway Museum. Rumor is this unit is operable! *Photo courtesy of Mike Starck*

The Railroad Museum of Long Island by Don Fisher

Happy New Year from the officers, trustees and members of the Railroad Museum of Long Island!

We would like to thank all the LIST Chapter members for your continuing support of the Museum and the LIST Board of Directors for their kind donation to the Museum. The RMLI Board has designated your financial contribution to the LIRR G5s Engine 39 Restoration Fund.

The RMLI can no longer depend on Federal, State or County grants to complete the restoration of Engine 39. Over the past three years we have come to realize the governments are broke and the will to support historic preservation is not as strong as in the past. Therefore, in 2013 we embark on a grassroots, nationwide campaign to raise \$2,500,000.00 to complete the restoration of the locomotive and create an escrow account for future service and maintenance. Your LIST donation is one of the first donations of the New Year! Thank you.

The RMLI has a full calendar of events for 2013!

We start the year with our Annual RMLI Educational Forum. On March 9 at 1:00 PM, (snow date March 16), please join us at the Suffolk County Historical Society for a slide show and discussion by Mr. John Leita, editor of "Long Island Ruins and Remnants". His subject will be the Central Railroad of Long Island and its creator, Mr. Alexander Turney Stewart. The Suffolk County Historical Society is located at 300 West Main Street, Riverhead, two blocks west of the RMLI and across the LIRR Riverhead Station parking lot. Ample free parking is available in the station lot. Admission is free. While attending the Forum, please be sure to visit the Historical Society's exhibit of Currier and Ives prints. It includes a four case display installed by the RMLI to compliment Currier and Ives' railroad themed renderings. The railroad display and print exhibit appear upstairs in the Society's Entrance Hall through May 31, 2013.

Riverhead RMLI will open for the 2013 season on Saturday, April 6 at 10:00 AM. In partnership with the Metropolitan Division Train Collectors Association, (METCA), RMLI will host "A Night at the Museum" the evening of opening day. From 4:00 PM to 9:00 PM we invite a maximum of twenty students, eight to fourteen years old, to the Museum to introduce them and their parents or guardians to the basic skills and joy of model railroading with a focus on safety and local railroad education. A pizza dinner will be served and subjects ranging from railroad safety, toy train history, scenery building and layout electricity will be covered. Each student will leave the program with his or her own scenic diorama. Admission to this program is \$20.00 per student and they must be accompanied by a parent or guardian. First come first served registration may be directed to Don Fisher (RMLI) at dfisher@rml.us or Steve Musso (METCA) at stevejmjr@aol.com

Greenport RMLI will open on Saturday, May 25 at 11:00 AM. For 2013 we are pleased to announce an exhibit of watercolors, oils, acrylics and photographs of railroad subjects by Long Island Artists! LIST Chapter Members featured in this season's exhibit include Mr. Lou Mallard and Mr. George Wybenga. To complement the fine art RMLI will also exhibit hand crafted trains in wood, paper mache and card stock build by Long Island Artisans. Please plan a visit to our Museum sites this year to experience the history and excitement of railroading on Long Island.



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ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY