



SEMAPHORE



April 2013

The next meeting of LIST will be on **Friday, April 19th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

John Kilbride will present "Trackside Along The Bridge Line",
25+ years of Delaware & Hudson views.

More information on John and his presentation located on page 9.

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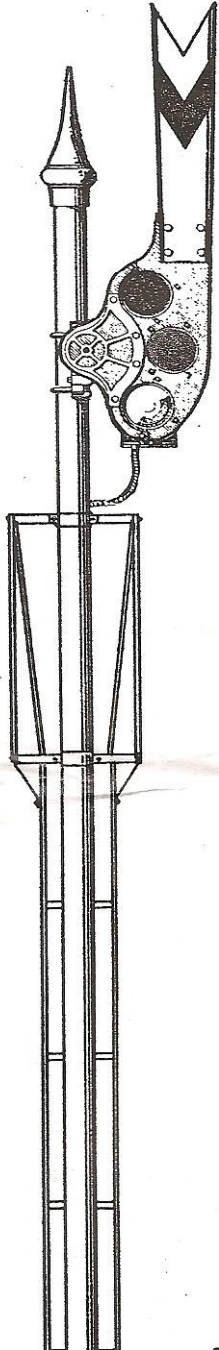
For regular updates and other important information, visit the Chapter website at:

<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





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

We are now sold out of the 2013 LIRR calendars. Thank you all for those who have purchased them. Look for the 2014 calendar in August as we will be putting together the calendar shortly. If you have any high resolution slides, digital photos or prints that you wish to submit for consideration for the calendar, please let me know.

Through the generosity of Chapter member William Bellmer, 3 of Vincent Seyfried books are available to Chapter members. The books are as follows:

- 1] The Long Island Rail Road, Part Seven, The Age of Electrification 1901-1916
- 2] The Queens Boulevard Trolley
- 3] The Rockaway Trolley

These books are NEW, NOT used. Due to the limited amount available, 1 copy of each book to Chapter members ONLY! As you know, Vincent was a long time Chapter member who passed away on April 14, 2012 and thus these books are out of print. Thank you Bill Bellmer for providing them to our Chapter! Please see the attached order form.

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.

The Chapter's book on the "Shortline Railroads of Long Island" was sent to the printer. This book is being produced by our Chapter with authors Ed Koehler and the late Harold Fagerberg. We hope to have this book available by late spring. The book has 128 pages, with maps, photos and roster lists of the Short Lines of Brooklyn and Queens.

In the March issue of the Semaphore, I asked if anyone knew of the last date of service on the Rockaway Branch. George Nass sent me an email noting that the last day of service was June 8th, 1962. Thank you George for that piece of information.

Congratulations to Chapter member Kenneth Foran, Ken has brought in TWO new members recently, Howard Austin and Dale Tynans. As a result of bringing in two new members, Ken's NRHS and Chapter dues are paid for the year.

If a Chapter member brings in 2 members in a calendar year, their total dues will be paid for the following year.

We are always looking for new members. If you know of anyone who might be interested in joining NRHS – LIST, please contact me and I will send them information on joining.

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.

Thanks to all who have renewed their membership in LIST.



LIRR NEWS by Steve Quigley

Several diverse items regarding the LIRR and/or its real estate have been in the news recently and they are as follows:

1] Home Depot has signed an agreement to bring high demand construction items by rail to the Brookhaven Rail terminal in Yaphank. These construction items are destined for its stores in Brooklyn, Queens, Nassau and Suffolk. It is noted that a 200,000 sq. ft. warehouse will be built on the site and approximately 85 jobs will be added. It is estimated that approximately 1,800 railcars will be offloaded at the site each year. Most importantly, several thousand trucks will not be on the L.I.E. each year which ultimately reduces congestion, air pollution among other things. The terminal opened in 2011 and now ships in soybean biodiesel, flour, food, fencing and construction aggregate among other items. The facility has two GP-38's at the present time and receives freight cars via the New York & Atlantic Railway. Please see the Brookhaven Rail Terminal web site for additional information.

2] Suffolk County and the LIRR will hold an event on April 19th for businesses interested in providing goods and services to the second track project between Farmingdale and Ronkonkoma. The 18 mile double track project is valued at \$438 million and is expected to begin July of this year. This long awaited project will reduce congestion on the main line by providing a 2 track continuous line from Farmingdale to Ronkonkoma where it is mostly single track, with passing sidings at various stations such as Deer Park among others. The right-of-way for both tracks presently exists and as a result, additional property will not have to be taken which reduces cost and construction time. The 1st segment, which will be the four mile stretch between Ronkonkoma and Central Islip, is expected to be completed in 2016.

In a related item, N.Y. Senator Charles Schumer has asked Federal officials to transfer \$2 million earmarked for a Wyandanch road project to construct a new Wyandanch train station instead. The new train station will be part of Babylon Town's massive Wyandanch Rising redevelopment initiative. The train station is expected to be built in the next few years. A LIRR spokesman said the LIRR supports the redevelopment of the area as well as the train station and is working closely with local officials. A new station, overpass on Straight Path [road] and site improvements are expected to cost \$4 million.

3] Last month I noted that the new LIRR Jordan Spreader helped fight the big snowstorm on LI that occurred on Feb. 8th. It turns out that it may have been wishful thinking on my part as the Jordan Spreader did not arrive on LIRR property until March 15th. The MOW piece of equipment was part of a CSX freight train and arrived at Fresh Pond Yard on March 15th. [If the same thing happens to the LIRR as it did to me after I bought a snow blower, it probably will not snow for the next five years!]

4] On March 24th, Newsday, the LI newspaper, had an article titled "That's the Ticket. The Journey from Railroad Pass to Collector's item." It was an interesting article on the history of Long Island Railroad tickets. The author quoted Chapter member and LIRR historian and author David Morrison extensively in the article. The article was 4 pages in length and pictured the several LIRR ticket vending machines from over the years as well as several tickets. One of the ticket passes pictured was a South Side Rail Road pass from 1872. It was noted that in 2001, the LIRR initiated ticket vending machines with touch screen technology and that was the same year that preprinted tickets were no longer used at individual stations.

5] Also on March 24th, the lead article in Newsday was regarding the plan that the MTA wants to run as many as 10 Metro-North trains an hour into Penn Station during the morning rush by 2019 when the East Side Access is expected to be completed. The proposal, which has been discussed for several years, is meeting with opposition from Long Island leaders and politicians who state that the goal of East Side Access was never simply to divert some existing Penn Station commuters to Grand Central Terminal but to attract new commuters. The LIRR currently runs 37 trains during the busiest 60 minute interval in the morning as per the article. It was noted that 4 Metro-North trains an hour would run from Penn Station to Conn. during the morning rush to accommodate reverse commuters to places like Stamford, CT.

If this takes place, FOUR rail roads would converge in Penn Station, Amtrak, Long Island Rail Road, Metro-North and N.J. Transit.

THE LIRR MODELER by Mike Boland

This Month's Feature:

***MODELING MB62S AND MBM62S FROM THE CON-COR
MODEL IN HO SCALE PART 3***

Let's get right to work and examine cars 1209 and 1210 as our series continues on LIRR MU cars.

In 1925 the LIRR selected two MB62s that were in service—cars 1209 and 1210—and returned them to ACF in Berwick, Pennsylvania for some rebuilding. Each car had a mail compartment added at one end of the car that was 15 feet 2 and ¾ inches in length between the bulkheads with a width of 9 feet ¾ inches. The new compartment now had a door and window on each side of the car installed. This made for an interesting look to the car since all MB62s had two different-sized doors on each side of the car. When looking at the car, it had a 5-foot single baggage door on the left and a double-door opening of not quite 8 feet to the right.

When the mail compartment was added, it gave each car a different size baggage door on each side of the car. In addition to this, sometime after 1925, or maybe at this time—we're not sure exactly when—an engineman's compartment door was added at the RPO end of the car. This was only needed on one side of the car, the car side where the RPO end was to the right when looking directly at it. Also, the RPO door had an arm and hook to pick up mail from trackside when moving. We're not sure if this was actually done when the cars were in operation.

The Con-Cor model adheres to the PRR prototype, which was very much unlike the two LIRR prototypes. It has two narrow but high windows in the RPO compartment next to the RPO compartment by the door. The measurements of this car match the PRR prototype so the modeler can leave the car alone and it will appear very close to the prototype. We chose another option and decided to give this car the appearance of the LIRR prototype. It will take some work but we believe it will be worth it. More about it next time.

Until then,
happy
modeling!



Stack Talk by Neil Moran

CANADA – HULL-OTTOWA: Back on December 12, 2012 a special press conference was held in a major hotel in Hull. Louise Boudrias, President of the Administrative Council of the Compagnie Du chemin de fer de L'outaousis (CCFO) announced plans to again resume steam passenger excursion service between Hull and Wakefield, Quebec. Formally known as the "Wakefield Steam Train", the new operation will be named "Steamtrain of the Gatineau" and it will run on the former Canadian Pacific's Meniwaki subdivision. The line was shutdown back on June 22, 2011 due to heavy storm damage and flooding. Resumption of service will cost an estimated \$3.2 million dollars, that money will be used for heavy repairs to the track, roadbed, ex Swedish Railway engine #909 a 2-8-0, and rolling stock. Another \$1.1 million will go for startup expenses, and advertising. Unfortunately, the excursions will not start till June 2014 as preparations to resume the operation will take all of this summer and fall. They have to stop work in the long winter season, and then resume in the early spring in order to get ready for the grand re-opening in June. According to Ms. Boudrias, the Hull Ottawa and Gatineau business communities will get together to help raise additional funds to get this attraction back on the rails again.

UNITED STATES – ROANOKE VIRGINIA: The Virginia Museum of Transportation has recently announced, it will conduct a study of former Norfolk & Western #J611 – 4-8-4 to possibly bring her back to running excursions over the Norfolk & Southern tracks. This project has been entitled "Fire up 611". The study committee will evaluate what it will cost to restore and maintain her. Since her second retirement, rail fans across the globe have been asking, hoped and dreamed for it's return to the rails, to blow that deep throated whistle, and steam over the Blue Ridge Mountains, and Appalachian mountains once again. The committee consists of some big names in the railroad kingdom. Scott Linday (President of the Steam Operations Corporation), Beverly T. Fitzpatrick, (Executive Director of the Virginia Museum of Transportation), Jim Wrinn, (Editor of the Trains Magazine), Ron Davis (President of the Roanoke NRHS Chapter), plus several prominent names in the railroad industry. Now this is now written in stone that the J611 will make a comeback, but at this writing, all steam fans are holding their breath. For many of us, J611 doesn't rumble, she breathes, and we long to hear her breath again. If you don't believe me, when she hopefully is standing still, get up close to her and listen!!

CALIFORNIA – SAN BERNARDINO : Now let's move to the West coast and head North. The San Bernardino History Railroad Museum and Historical Pioneer Society has announced that they will host San Bernardino Railway Days at the former Santa Fe depot. The major attraction will be former Santa Fe 4-8-4 #3751. On April 27-28 the #3751 will pull an excursion from Los Angeles to San Bernardino on the 27th. The train will leave L.A. at 10:00 am, operating over Metrolink's San Gabriel subdivision to San Bernardino. On April 28th, she departs San Bernardino at 3 pm for the return to Los Angeles. The consist behind #3751 are Tioga Pass ex C.N. Ocean View ex Great Northern, Pony Express ex C.P. Accomma, ex Santa Fe, Overland Express ex S.P. National Forum ex U.P. and an ex Amtrak Horizon coach. Prices range from \$70. to \$115. depending on which private car you choose. For more information go to <http://www.sbdepotmuseum.com/steamexcursion>

WASHINGTON – MINERAL: Work has already begun on this small 0-4-0 #2. It was built by the H.K.Porter Company in 1909, and worked at the Santa Cruz Cement Plant at Davenport, California. After it's retirement around 1958, engine # 2 served as a billboard for a fried chicken restaurant for over 30 years. It was affectionately known as "the chicken". Happy to say, she survived that gross embarrassment, and now under the direction of Efstathios Pappas who is the CMO at the Mt. Rainier Scenic Railway at Mineral, Washington. This group has installed all new tubing, rolled and beaded the broiler, put a new throttle in, and replaced the dome lid, plus additional work on the boiler. A hydro test is being done sometime this month. When the work is completed # 2 will be ready for special occasions, and other events at the museum.

Stack Talk...continued by Neil Moran

OREGON – ELGIN: Travelers along the Hell's Canyon Byway will now have the opportunity to stop and ride behind a steam engine. The Eagle Cap Excursion train, will begin running out to Elgin, Oregon, just twenty miles north of La Grande. She's the 1915 Baldwin built #19 a 2-8-2 Mikado. The group is planning an opening up next month, and hopes to have #19 running soon after the engine known as the "Blue Goose", has a long history of pulling excursion trains, most recently on the Yreka Western Railroad in northern California. People in the area seem to agree, that bringing #19 to power excursions through the very scenic area will help boost the economy around Elgin. Along with the Mikado, the museum has also bought two 1930 Harriman coaches, a former U.P. heavy weight chair car, a former Amtrak baggage car, and an open sightseeing car and caboose. Seems like they are ready to roll.

MINNESOTA – MINNEAPOLIS: The friends of the 261 has announced the first steam excursion for the 4-8-4 Milwaukee Road #261 in 2013. After a four year absence she will power a steam excursion out of Minneapolis to Duluth, Minnesota. The train will travel over BNSF Railway's ex Great Northern Hinckley subdivision. The dates are Saturday May 11-12 2013. As most of you know, #261 has had a complete overhaul under the watchful eye of Steve Sanburg who is the head engineer of this project. Not a screw is turned without his permission. Included in the weekend will be a night of photo session with Pacific 4-6-2 #2719. These two engines will line up side by side and in several other positions. Mr Sanburg has promised to satisfy your thirst for the #261, and he always delivers!! Departing time on the Sat. May 11th is 9 am out of Minneapolis Jct, and Sun. May 12th leaves Duluth at 12 noon getting you back to Minneapolis around 5 pm. Go to visitdeluth.com for ticket information and hotel accommodations.

WEST VIRGINIA – CASS: Once again it's that time of year to travel to Cass for their annual rail fan weekend. Only this time they are celebrating their 50th anniversary and sparing no expense to please the rail fan. There's a line from "My Fair Lady" that sums it all up, "pull out the stopper and lets have a whopper" and that is what they are planning. The dates for this event start on May 17th (Fri.) at 8 am you can photograph all the switching moves, and taking on water. At 9:30 the steam train moves out and heads to the ghost town of Spruce where several run bys will take place. Then head up Cheat Mountain to the top, where once again run bys will take place at a new location. This spot feature is a "S" curve with the Cheat River and Shaver's fork as a back drop. You will then re-board the train and head back to Cass, But with another stop at Spruce with several run bys planned. Sat. May 18th you leave Cass and start on your ascent of Cass Hill through the double switchbacks to Whittaker station. Run bys are scheduled here. Then it's up to Oates Run where the locomotives take on water. Once again lots of run bys are scheduled. Re-board and then head to Bald Knob Summit. The grade here is 11.5%, and you will be at an altitude of 4,482 ft. Here the two shays really work hard on this spectacular curved location. Lunch follows and then you back down, with several run bys being offered. You will arrive back in Cass around 5 pm. Sunday May 19th after photo shots by the water tower, you walk over several yards to a spot to view Cass's famous three engine race in glorious morning light (hopefully) which kick's off at 8 am several run bys with the three are in the offering. After the run bys you will board the train, and proceed to Latherbark creek to have several run bys at this stop. More photo spots are planned at Gum Field, a photo stop at the "S" curve once again for more run bys. Then it's up to Whittier for lunch, and watch an outdoor show about logging. Back on the train to Cass, arriving at 2:30 pm to permit an early departure. Each night a photo session will take place (except Sunday). Also the annual Cass "whistle blow" plus a hot meal Friday and Saturday. For further details call 1-800-336-7009, or visit their website www.pocahontascountywv.com and call free 1-800-225-8982.

Once again It's time to thank all the people who sent in the news you have just read. John Biehn (Dayton RR Society), Peter Chapman (United Kingdom), Jim Gregory (Piedmont Chapter, N.C. NRHS), Bruce Russell (NRHS – NYC), Rich Taylor (Kearney NJ), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN

RMLI / Steam Locomotive #39 Update

**Railroad Museum begins \$1 Million
Fundraising Campaign –
Partners with Strasburg Rail Road Company
to Restore and Operate LIRR G5s
Locomotive #39**

Friday, March 15, 2013 Greenport L.I. NY

On Thursday, March 14, 2013 - Mr. Linn Moedinger, President of the Strasburg Rail Road Company, Railroad Museum of Long Island President, Don Fisher and Vice President and Counsel Dennis DeAngelis, signed an agreement to restore and OPERATE the LIRR G5s Steam Locomotive #39!

RMLI's Board of Trustees voted unanimously on Tuesday, March 12, 2013 to partner with the Strasburg Rail Road Company. The agreement culminates five and one half months of talks and negotiations between the two principals.

Terms of the contract provide for the Railroad Museum of Long Island to raise \$900,000.00 in FY 2013 and transport the G5s locomotive to the Strasburg property, the Strasburg Rail Road will add \$1,086,861.00 to the project, complete restoration of the steam engine in three years and then operate the locomotive on their property for a period of forty-eight years.

Fisher stated that "this partnership is the best way to get the locomotive restored and into operation. After thirty three-years of trying, New Yorkers and others living in the Pennsylvania Railroad region may finally ride behind this historic steam engine. We need to complete this project with a grass- roots effort. I believe the interest and support for restoring this locomotive will be there."

The Railroad Museum of Long Island officially begins efforts to raise \$1,000,000.00 for the move and restoration of the locomotive today. Tax-deductible donations may be made to "RMLI Engine 39" at P.O. Box 726, Greenport NY 11944-0726.

For more information on this and other RMLI news, visit their website at: www.rmli.org



This Month's Presentation

Introducing John Kilbride

Now retired from a 34-year (Amtrak) railroad career, John is presently serving as president of the Camden & Amboy Railroad Historical Group, studying that railroad since moving to New Jersey in 1979. Raised on Long Island, the LIRR was an early interest; college and USAF assignments led to wider interests, including the Panama Railroad!



A frequent speaker in the Tri-State area, he is able to provide programs on a variety of railroad topics, from the C&A up to more contemporary themes. Historical research and writing remain his strong interests on a variety of railroad subjects. A member of several railroad historical groups, he recommends the Bridge Line Historical Society to anyone interested in the D&H.

“Trackside Along The Bridge Line”

John Kilbride will present a slide show on the Delaware & Hudson Railroad, from the early 1980's into Canadian Pacific ownership. He's captured “Lightening Stripes” at Enola, Wilkes-Barre and Allentown northward to Binghamton, Albany and Plattsburgh, beginning with the end of the D&H-operated “Adirondack” and thru the Susquehanna and Guilford eras.

Freight and passenger views, cab rides and the multitude of paint schemes are all included, with an emphasis on the D&H's survival under overwhelming conditions.



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

ATTENDING MEETING AT CHRIST CHURCH BABYLON



**LONG ISLAND-
SUNRISE TRAIL
CHAPTER**



NATIONAL RAILWAY HISTORICAL SOCIETY