



SEMAPHORE



November 2014

The November Meeting will be held on Friday, November 21st at 8:00pm at **OLD TOWN HALL** in **BABYLON VILLAGE**. The Town of Babylon Museum, which is located in Old Town Hall, will have an "O" Scale operating train layout up and running by the time of our meeting.

THIS MONTH:

Just before Thanksgiving and the holidays, it's November and time for a LIST tradition: "Modelers' Night." LIST Modelers' Committee members Bob Cecere and Mike Boland humbly ask all modelers of scale or tinsplate, any railroad, and era to bring a model (or two) for display and speak for no more than 2 minutes on it. It's a fun evening and inspirational for all. Following our display of models and presentations, we will have recently-retired NYCT conductor Vin Benkovitz returning to present another of his very popular freight car and rolling stock shows. This year Vin will feature all kinds of freight cars from railroads whose name begins with an "O" and "P." Come one, come all as it promises to be a most enjoyable evening for anyone who loves trains! Don't miss it!

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

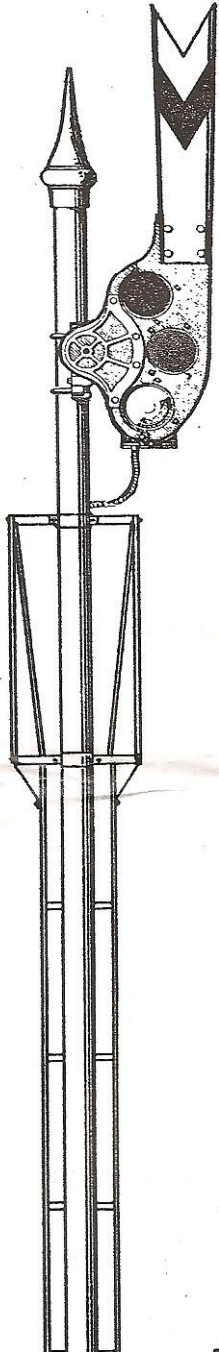
<http://www.nrhs-list.org>

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LIST—NRHS

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



LIST Merchandise



The following price list is for LIST members only!



# _____	2015 LIRR Calendar	@\$8 each Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	Jamaica 100 th Anniversary Pin	@\$3 each Total _____
# _____	2014 LIRR Calendar	@ \$5 each Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each Total _____
# _____	Jamaica Station Plaque	@ \$15 each Total _____
# _____	Jamaica Station by Dave Morrison	@ \$18 each Total _____
# _____	LIRR 175 th Anniversary 60 page book	@\$5 each Total _____
# _____	NY Connecting RR Book	@\$27 each Total _____
# _____	LIRR Stations by Dave Morrison	@\$18 each Total _____
# _____	LIRR Port Jefferson Branch by D. Morrison	@\$18 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	@\$3 each Total _____
# _____	The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$60 each Total _____
# _____	The Rockaway Trolley by V. Seyfried	@\$50 each Total _____
# _____	Victorian Stations of the LIRR by Ron Ziel	@\$30 each Total _____
# _____	My Life on the LIRR by Mark E. Smith	@\$16 each Total _____

Shipping for 1 of the books or calendar, \$3.00. Shipping for the pin is \$1

Shipping for extra books, please call or e mail Steve Quigley for the shipping cost.

[NY State Residents, please add 8.625% tax to the total of the merchandise PLUS the shipping. NY State residents, one calendar is \$11.95 total]

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

IMPORTANT NOTICE!

As of this moment, the NRHS will be sending out dues renewal notices shortly. HOWEVER, THE RENEWAL NOTICE THAT IS BEING SENT WILL NOT INCLUDE LIST CHAPTER DUES. We will be sending out our own dues renewal notice. National dues are \$50 while LIST Chapter dues are remaining at \$10 for the year. I apologize for this double billing but it was out of our control. Please send back to our treasurer Alan Mark, your LIST dues renewal as soon as possible. Hi address will be on the dues renewal notice.

I believe the NRHS dues will be sent to National headquarters, NOT to our treasurer as in the past. I thank you for your patience and understanding with this matter.

The 2015 LIRR calendars are IN STOCK and awaiting your order.

THE CALENDARS ARE SELLING EXTREMELY WELL AND AS OF THIS TIME, 11/2, 95% OF THE CALENDARS WE PRODUCED HAVE BEEN SOLD. BUY NOW AS WE EXPECT TO RUN OUT SOON AT THE RATE THEY ARE SELLING!

We are not going to reorder the calendars so you may miss out if you do not place your order now.

The Chapters newest book release, The Long Island Rail-Road Company, A History 1834-1965 has been delivered to us and is in stock. This excellent book was written by Chapter member Bob Sturm who also wrote the NY Connecting RR book that we published a few years ago. The book covers the Why and How the LIRR came into being as well as its history up until 1965. It has many pictures and maps and is a must read for all whom are interested in the History of the LIRR.

PS. The book was printed in PA. It is our Chapters policy to print our calendar and books in the USA.

We are always looking for new members. If you know of anyone who might be interested in joining LIST, please contact me and I will send them information on joining. Remember, if you bring in 2 new members in one year, your total annual dues will be free for the following year.

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 [sooner or later]. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766. Please email your articles.

THE NOVEMBER MEETING, WHICH IS MODELERS NIGHT, WILL BE HELD AT OLD TOWN HALL IN BABYLON VILLAGE. THE TOWN OF BABYLON MUSEUM WHICH IS IN OLD TOWN HALL, WILL HAVE A LIONEL SIZE OPERATING TRAIN LAYOUT UP AND RUNNING BY THAT TIME. IN ADDITION, WE CAN SEE THE VARIOUS MODELS THAT OUR MEMBERS BRING TO DISPLAY AND TALK ABOUT.



Long Island Rail Road News by Steve Quigley

There is a new LIRR public safety campaign which aims to keep trespassers off the tracks and out of the path of moving trains which killed 28 people in 2013. The fatalities do include some apparent suicides. This publicity campaign which includes print, TV and online ads has a slogan of "Don't Shortcut Your Life." The slogan refers to the practice of taking shortcuts across train tracks. The TV ad includes a 15 second video showing a distracted trespasser wearing headphones while a diesel pulled train is headed toward the person from behind. While the train approaching is computer generated, I have viewed the commercial and it is dramatic and powerful.

A spokesperson for Operation LifeSaver stated that public awareness campaigns are an important part of stopping railroad trespassing which resulted in the deaths of 430 people in the U.S. last year.

The Brookhaven Rail Terminal at Yaphank has taken delivery of a new Railserve Dual Leaf genset locomotive. The locomotive uses two single Cummins QSX15-L3-600 gensets to minimize fuel usage and significantly reduce emissions while maintaining the performance of a traditional switching locomotive. The Dual Leaf is programmed to operate with only one genset under lighter loads which further reduces fuel use and emissions. It has a 10% lower decibel output in noise levels. The locomotive was created specifically for commercial yard switching and maximizes traction at speeds up to 30 MPH. It was noted that this locomotive uses 45% to 60% less fuel than a conventional locomotive under similar circumstances.

The BRT's clients have grown from a single stone aggregate client to include flour as well as dense weight material for all Home Depot stores on LI, Brooklyn, Queens and the Bronx. The BRT takes in approximately 200 cars per month. Recently, it received steel for the construction of the new Stony Brook Children's Hospital.

Although this may not be specifically LIRR news, it may be of interest to you.

The New York Transit Museum will have their 13th Annual Holiday Train Show at the Grand Central Terminal Transit Museum Annex. The train layout which is 34' long, will be available for viewing between November 16, 2014 and February 22, 2015. Model trains from the Museum's collection and vintage Lionel advertisements will also be on display.

[I have sent the layout in past years and it is quite impressive! S.Q.]

In the Downtown Brooklyn Museum, a photographic exhibit of Railroad Landscapes will be on display from September 13th, 2014 to February 1, 2015. The exhibit will follow the path of the LIRR and Metro-North railroads through both natural and built environments of New York State.



Long Island Rail Road

LIRR Modeler by Mike Boland

THIS MONTH'S FEATURE: ATTENDING THE 2014 RAILROAD PROTOTYPE MODELERS CONFERENCE

Talk about inspiration! Talk about being fired up! I write this having just completed three absolutely wonderful days at the recent RPM Meet held in Lisle on October 9th, 10th and 11th of last month this year. This meet, if you can call it that, is known as “Naperville,” to many of its attendees but was held at the Sheraton Hotel in Lisle, a suburb of Chicago for the third year in a row. The facilities there make for a very smooth and pleasureable conference—from its clinics and presentations, model display room and vendors area to its banquet rooms where lunch and dinner conferences are held with large gatherings.

I had planned to build and show a new presentation called “PRR and LIRR MP54s...A History in Glorious Black and White” but due to illness I did not have the time to put this show together, something I plan to do in the next few months for presentation next year for the RPM folks as well as LIST people. So MU fans of both roads will have to wait, but it promises to be a great show!

The RPM gang are prototype modelers of all kinds who bring their models for display although there are no contests and judging. In addition to modelers, there are vendors selling everything from decals to custom kits. Paints and everything else are available. But the best part of the yearly conference are the clinics, offered four at a time with each one presented twice during the three-day affair so everyone can attend. The clinics are the best with great and knowledgeable presenters who really know their stuff. Many are well-know in the model railroading field while others are enthusiastic newcomers.

Joe D’Elia once again put together a great conference with such presenters as Andy Sperandio (“Ready to Run Freight Cars in Three Hours”); Tony Koester (“Multi-Deck Layouts”); Ray Rhodes (“Santa Fe in Joliet, Ill.”) and Tim Van Melsburg (“40-Foot Boxcars in the 1960s and 1970s”).

I was very surprised to see a LIRR MP15AC and a N22A resin cabooses being modeled as well as two Walthers railroad tugboats. This leads me to announce the news that Athearn will FINALLY be doing the LIRR MTA blue and white MP15AC in three numbers as well as three sound versions. HURRAY!!!

If you are a modeler, you must, MUST get to at least one RPM meet...you won’t regret it!

Next month, I will return with my series on modeling Montauk in 1973.

Happy Thanksgiving and happy modeling!



Stack Talk by Neil Moran

COLORADO-GOLDEN: Locomotive #491 is back in operation as of August 29th 2014. The Colorado Railroad Museum in Golden steamed her up for a test run on the museums tracks, and everything went well. The #491 is a narrow gauge K37 Class of the "Mikado" type engine. It has a 2-8-2 wheel arrangement with an outside frame design. This locomotive was built by the Denver & Rio Grande Western Railroad's Burhan's shop in Denver, Colorado in June 1948. The #491 is a model of efficiency. It had periodic alterations applied in order to maximize its utility, and lengthen its working life. The Colorado Museum has built a brand new boiler and conducted new wheels, all under the direction of master mechanic Mike Speed and his crew. At this time it is not known where the #491 will operate in 2015.

WISCONSIN – SUPERIOR: Former Sooline #1003 is a 2-8-2 L1 Class steam locomotive. It was built in 1913 by the American Locomotive Works, and used by the Minneapolis, St. Paul & Sault St. Marie Railroad, which was commonly known as the Sooline until 1954. The locomotive was retained in standby condition after 1955 when most of the Sooline was retiring its steam engines. When the #1003 was retired she was presented to the City of Superior in August 1959. The engine was first restored during the years 1993 to 1996 with a new boiler tubes and flues along with other necessary repairs. At that time no other repairs were done. Then in February 2011 the work began which lasted to September 2012, allowing the #1003 to resume service in October 2012. Now, she is owned by the Steam Locomotive Heritage Association. Last month, the engine was brought up to pressure to test recent repairs. I'm happy to say, the #1003 past it's test with flying colors and we may see her next spring, but don't uncross your fingers.

WISCONSIN – NORTH FREEDOM: Former Polson Logging Company #2 was built by Baldwin in December 1912 for logging service in the state of Washington for the Saginaw Timber Company. Her 44 inch diameter drivers produced great pulling power and flangeless center drivers allowed for operations on tight curves that were common on logging railroads. Locomotive #2 is an oil burner, a preferred fuel for logging engines to eliminate hot cinders that could possible pose as a fire hazard. This engine served several lumber companies in the Northwest before going to the Cadillac & Lake City in 1962 that was a freight and tourist operation in Michigan. She eventually arrived at the Mid-Continent RR. In 1982 where it was restored to its 1912 appearance. In 1992 #2 was repainted and subsequently re-lettered to represent her days at the Polson Brothers from 1939 to 1948. Locomotive #2 ran its last trip to Quartzite Lake and returned to North Freedom during a Mid-Continent's Snow Train event in February 2000. The locomotive is currently undergoing extensive boiler repairs, plus modifications to meet newer Federal Railroad Administration Regulations. Recently, a new fire brick has been laid in the firebox, along with the exhaust nozzle and petticoat pipe are now in place. The blast pipes that carry steam up to the stack, along with the blast pipes that carry steam to each side of the cylinder have been installed inside the smoke box. Also, a few months ago the air pump was installed. For more information, go to <http://www.midcontinent.org>

TEXAS – AUSTIN: Locomotive #786 was one of the American Locomotive Works engines, constructed at Alco's Brooks Locomotive Works in Dunkirk, New York in August 1916. This 2-8-2 Mikado type, saw forty years of very active service pulling both, passenger and freight trains over every one of the Southern Pacific's system in Texas and Louisiana. Over the years the S.P. tinkered with the #786, which was often done to steam engines to coax from them, a little more power and speed. As the century progressed, each order for new engines for the S.P. were for new locomotive that were bigger, stronger and faster than the workhouse Mikado's, which were now sent to lighter main lines and branch lines. The final indignity came when the railroad conversion to diesel engines after the Second World War. In a single year period in the mid 50's all but five of the MK Mikado's fell to the scrapper's torch. By some miracle the #786 escaped the "torch", and was sent to the City of Austin. She remained on display there and then in 1989, the Austin Steam Train Association was founded, and leased the engine from the city. After a two year restoration, the #786 pulled the first Hill County Flyer from Cedar Park to Burnet in July of 1992. These trips continued for the next seven years until a hairline crack was found in the engines cylinder saddle, and removed from service.

Stack Talk...continued by Neil Moran

Disassembly of the cylinder saddle showed a massive crack in its cast iron, that led to the replacing of the ten ton component, and a major rebuilding was needed. The locomotive was disassembled, and her components were sent around the county to the best available contractors for rebuilding. A brand new cylinder saddle weighing ten tons, made in two halves which was manufactured by the Fairmont Foundry in Hamburg, Pennsylvania. Thankfully, all other components have returned, but many jobs remain however, including mounting the boiler and cab on the frame and wheels, plus installing bearings and springs. Last August, the group has finished the final paint coat on the driving wheels. Lastly, they have test fitted all the rod brass and most of the thrust washers on the pins. Next to do is a completion of the wheel sets, and installation of all the connecting rods on the drivers, and finally reassembly on the leading and trailing tracks. Amen!!

TENNESSEE – CHATTANOOGA: Back on Sept 6th and 7th the Tennessee Valley Railroad Museum held its Annual Railfest, and the highlight of this event was the return to operation of the Southern Railway 2-8-2 #4501. TVRM had been restoring the locomotive for the past three years. The #4501 last ran in 1998, and has been waiting for a complete overhaul. The TVRM specialists began the project in 2011 and has continued nonstop since then. When the #4501 rolled out of Soule Shops in East Chattanooga, she looks like a “Queen”. “This is a dream come true” said TVRM’s Steve Freer. “Many of us grew up riding behind #4501, and loved every minute of it’. He continued, the 2-8-2 has an interesting history. She was built for the Southern Railway in 1911 and worked for 37years before being forced out of service by a wave of diesel locomotives. Thankfully, she was not torched. It was sold to the Kentucky & Tennessee Railway in 1948 to haul coal served by the K & T. After sixteen years serving the K & T, it was then sold to the Chattanooga Railroad enthusiast Paul Merriman in 1964. Mr. Merriman was the TVRM founder and President at the time, and brought the locomotive to Chattanooga under her own steam for display and possible operations. This was just what the fledging museum needed, as the Mikado was a highly visible symbol of steam power. Shortly thereafter, the Southern Railway leased the #4501 from TVRM to be used throughout their system to power rail fan excursions, which continued till 1994. Back home, the TVRM was able to operate the engine until her boiler certification ran out in 1998. But now shes “alive and ready” to roll in the “21st Century Steam” program. And that program consist of running steam specials for workers on the Norfolk Southern, and for rail fans. Plans also include TVRM’s #630 which has been participating in steam excursions since 2011. So look for big things to happen in 2015. Drivers start your cars!!

VERMONT - BELLOWS FALLS: Hopefully many of you who read this column, recently watched on PBS this past September, the documentary film on “The Roosevelt’s – An Intimate History” by that great producer of documentary films Ken Burns. He was born in Brooklyn, New York on July 29th 1953. His family moved to Ann Arbor, Michigan when Ken was young, and later on he attended Hampshire College in the state of New Hampshire. The family had a summer home near Bellows Falls, Vermont, and vacationed there frequently. That also was the original home of the Steamtown Museum before they moved to Scranton, Pennsylvania in 1983 – 4. This writer was a frequent visitor to Steamtown up in Vermont, and made friends with a couple of workers at that location. One dear friend who lived a few miles outside Bellows Falls, became friendly with Ken Burns as he liked to walk most days in the area. One day my friend said to me would you like to meet him when he walks past my house. At that time, Ken Burns was a struggling writer, and had not yet reached fame. While I was talking with him for over a half hour, I discovered that he liked trains, especially steam locomotives. He had visited the Steam Town Museum several times to take photos and ride the train up to Chester and back. If you will notice, in several chapters of the “Roosevelt’s” there were quite a few scenes of railroading throughout the story that featured steam locomotives pulling trains, also old wooden Pullman cars and coaches, plus several scenes of old time trolley cars running in the streets. There was one scene in the second chapter entitled “In the Arena” which had a scene in the cab of the engine looking down at the drivers at high speed for about ten seconds. Quite the shot!! My fervent wish before I die, is for Ken Burns to make a documentary on steam locomotives. Then, I can die, knowing I will go to that big route in the sky!

UNTIL OUR TRACKS CROSS AGAIN

Oyster Bay Railroad Museum Update by John Specce

The Museum had a very successful summer season with approximately 850 young and old alike enjoying the Visitor Center, station and display yard. 32 individuals availed themselves of the LIRR one day getaway "Spend A Day" in Oyster Bay package. Our docents and volunteers provided the visitors with a great experience at our Visitor's Center, Station and Display Yard alike!

Down at the yard, the summer weather provided many great weekends for very productive work sessions. Work was completed on the World's Fair Cab and Caboose #50's repaint, while work was begun on the cosmetic restoration of both "Dinkys". At season's end, #398 has been fully repainted with all rotted steel replaced in the car body by our experienced welders. #397 has also undergone some extensive steel replacement and will be repainted next year. Both projects have provided valuable learning experiences with our welders teaching many of our inexperienced volunteers how to weld! Meanwhile, work has also begun on the restoration of the cab of Locomotive #35. This exciting project will provide for an interactive display while Locomotive #35 is being restored in Alabama. Combined with our other displays, this will provide us with three interactive cab displays representing steam, diesel and electric. Exciting plans are also in the works for the construction of a platform for our M-1 Simulator, a complete repainting of Caboose #12 and the complete restoration of our Ping Pong Coach. With the colder weather, things are winding down in preparation for the eventual shut down.

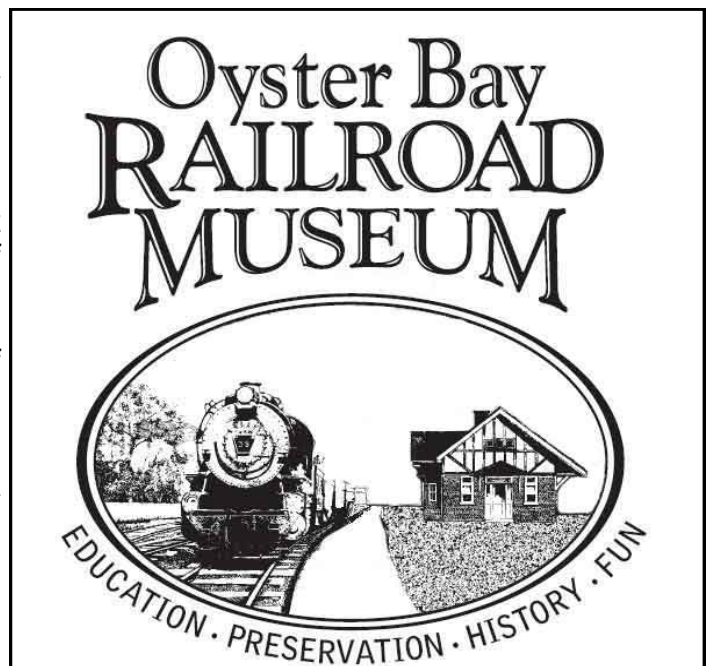
Winter does not mean all work stops at OBRM. Behind the scenes, final preparations for the move of Locomotive #35's running gear and tender to Alabama are being finalized. Likewise, it is expected that we will finally have our electrical hookup and the turntable will be returned to operation after a 35 year slumber.

The station restoration campaign began with a "kick-off" event on Sept 23rd at the Sagamore Yacht Club in Oyster Bay. Attendees learned first-hand about the project from the architect and building design specialists, who shared the history of the station and what is needed for the completion of Phase 1. The fund-raising has begun in order to secure the remainder of the money and it is anticipated that the ground breaking will be in the springtime.

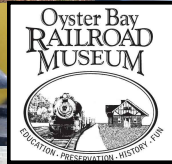
The World's Fair anniversary display was well received and will be replaced in November by our winter-themed layout in preparation for the Holiday Express weekend on Dec 6-7 from 10AM to 4PM. Carriage rides will be featured on Saturday and a visit by Santa on Sunday. This annual event coincides with the Oyster Bay Chamber of Commerce's tree lighting celebration.

Until next time best wishes from the Board of Directors of the Oyster Bay Railroad Museum for a happy Thanksgiving holiday!

We hope to see you and your children for our Holiday Express event in December!



Oyster Bay Railroad Museum Update...photos



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

*Happy Thanksgiving to our of our
members and their families*



From your family at LIST-NRHS