



# SEMAPHORE



## February 2014

The next meeting of LIST will be on **Friday, January 17th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

### THIS MONTH:

Kevin Katta will be presenting:

“50 States in 50 Minutes - Railroading in the USA”

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

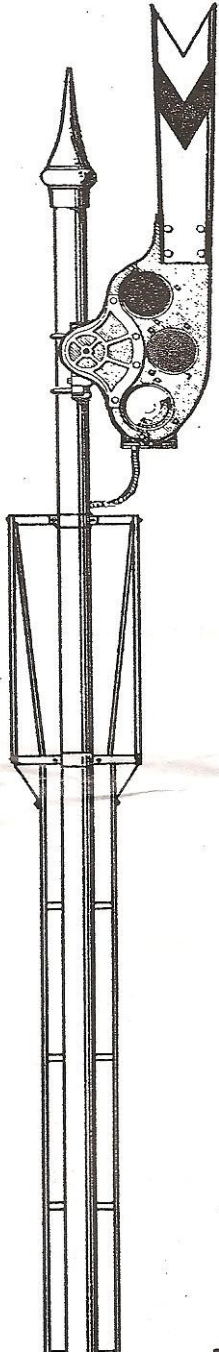
**<http://www.nrhs-list.org>**

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**LIST—NRHS**

**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!



# _____ Jamaica 100 <sup>th</sup> Anniversary Pin	@\$3 each Total _____
# _____ 2014 LIRR Calendar	@ \$8 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 <sup>th</sup> Anniversary 60 page book	@\$5 each Total _____
# _____ NY Connecting RR Book	@\$27 each Total _____
# _____ LIRR Stations by Dave 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	@\$5 each Total _____
# _____ The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each Total _____
# _____ The Long Island Rail Road Part Seven By Vincent Seyfried	@\$60 each Total _____
# _____ The Rockaway Trolley By Vincent Seyfried	@\$50 each Total _____
# _____ Victorian Stations of the LIRR by Ron Ziel	@\$30 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

Longtime Chapter member Benjamin Young passed away recently. Ben was the president of LIST for 20 years and I succeeded his tenure in office. Ben was also the Chapter's National Director to the NRHS since he retired as LIST president. During Ben's time as president, the Chapter conducted several fantastic fan trips which resulted in the treasury being built up as well as LIST's reputation being enhanced. Ben was instrumental in the Chapter producing its first book which is The New York Connecting Rail Road written by Chapter members Robert Sturm and William Thom. Ben presented several great films of the LIRR during the 1950's at many Chapter meetings. Our condolences to Rosalie Scarfi and Malcolm Young as well as the other members of Ben's family. Malcolm is Ben's brother. Please see an interesting anecdote regarding Ben in this edition of the Semaphore.

A member of the LIRR's senior management team retired this past Friday, 1/31. Ray Kenny, who worked for the LIRR for 44 years, retired as the Senior Vice President of Transportation and Infrastructure Planning and most recently worked on the LIRR's East Side Access Project. Ray began his LIRR career as a ticket clerk and over the years worked in the training department, service planning department and was the chief transportation officer among other jobs. When James J. Dermody retired in 2006, Ray was the acting president of the LIRR for 10 months until Helena E. Williams took over as president. Newsday, the LI newspaper had a very complimentary article about Ray in the 2/3 edition. Personally, I have met Mr. Kenny several times and he was never without a kind word about someone or something. He is widely respected and liked by all of the members of the LIRR team who have ever met or worked with him and he will be missed, but not forgotten by the people of the LIRR. PS. Ray enjoys the history of the LIRR and is a longtime member of LIST.

Everyone should have received the notice from National regarding dues renewal. Regretfully, the NRHS portion of the annual dues was increased. We were able to keep the Chapter portion of the dues at the same amount as the past several years. The Chapter portion is \$10 which is much less than other comparable Chapters. If you have already sent in your dues, thank you. If you have not done so, please send them as soon as possible. Your co-operation is appreciated.

REMEMBER, the dues should be sent to our Treasurer, Alan Mark at 111 Greenbelt Parkway, Holbrook NY 11741.

The new version of our website is now active. We will discontinue the original version shortly. Remember, the new version is LIST-NRHS.org. please take a look and if you have comments, please let me know.

I have sent out many books and calendars as well as other LIST merchandise over the past few months. If you have not received your items, please let me know.

The Connecticut Trolley Museum has an ex-LIRR MP-54. They are in the process of restoring it to operating condition. The plan as of now is to have it running by June of 2014. This car will operate on overhead trolley wires as they do not have 3<sup>rd</sup> rail at the Museum. When it is operational, we plan on a trip to the Museum to ride in this historic car. Tentative plans are for this car to be rented to people who wish to be the engineer for a period of time. If that comes to fruition, we will let you know of the particulars regarding this interesting aspect. If you are interested in being an engineer for an hour, please let me know as we wish to compile a list of people who would like to do this. We wish to compile a list of all of the existing MP-54's in the Country, so if you know where a car or car's of this particular model is located, please send it to me through my email or the Chapter's PO Box.

The NRHS will be having Railcamp in 2014. In the past several years, our Chapter has sponsored one or two Railcamp attendees each year and we will continue to do so. If a LIST Chapter member would like to submit a relative for consideration to attend Railcamp in 2014, please let me know. Our Chapter's sponsorship is limited to Chapter members and their relatives only! The Railcamp attendees are children 17 years of age and under; sorry no adults at this Railcamp.

## List Happenings...continued by Steve Quigley

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. I have a few articles waiting to be printed but we can always use more. My e mail address is [csquigley@optonline.net](mailto:csquigley@optonline.net) and my telephone # is **631-487-4766**.

## LIRR NEWS by Steve Quigley

The LIRR added 16 daily trains, 11 Westbound and 5 Eastbound this past Wednesday through Friday to accommodate the 13 block long Super Bowl Boulevard which is Broadway in Manhattan. These trains were added during the off peak time period. Three Westbound and Three Eastbound trains were added this weekend for the Super Bowl itself.

On Tuesday, January 28<sup>th</sup> at around 11PM, a downed power line in the Hudson River tunnels to NJ stopped a NJ Transit train with about 2 dozen passengers on board. After an unsuccessful attempt to rescue the train, a LIRR train was sent West of Manhattan into the tunnel and successfully rescued the train and its passengers returning them to Penn Station around 2:20 AM.

LIRR ridership increased 2% in 2013 and climbed for the second year in a row. The LIRR had 83.4 million passengers which are 1.64 million more than in 2012. It was the 7<sup>th</sup> highest passenger count in the past 60 years and it was partially due to increases in ridership on the Port Washington line which benefited from the restoration of half hourly service on weekends. The Long Beach line had a 0.8 loss of ridership which is due to the fact that many people have still not moved back into their houses as a result of Hurricane Sandy. Many homes in Long Beach have not yet been repaired from the damage of Sandy which as you remember was in late 2012. The LIRR beat out Metro-North for the claim of the busiest commuter rail road in North America. Metro-North had several problems, including the fatal accident on the line from Poughkeepsie which resulted in a smaller increase than the LIRR. The increase on the LIRR was due to increase in ridership during peak rush hour times as well as off peak time periods. Increased ridership to Atlantic Terminal [Flatbush Avenue] for concerts and sports events at the new Barclay's Center as well as the 10 week extension of service to the North Fork [Greenport] also contributed to the increase.

The MTA's project to link the LIRR to Grand Central Terminal could possibly be \$2.6 billion over budget and not be completed until the year 2023 according to a new report just released. The Federal Transit Administration released the report and stated that due to engineering challenges, delays in getting bids back, among other things, will result in an estimated final cost of \$10.8 billion. The East Side Access project is expected to save as many as 160,000 commuters upwards of 40 minutes per day in commuting time.

Back in November of 1960, John F. Kennedy's presidential campaign visited Wantagh Long Island. Candidate Kennedy would win the election 4 days later but he was transported to Wantagh by the LIRR parlor car "Jamaica." The Jamaica still exists. It resides at the old Wantagh Train station which was moved to a site on Wantagh Avenue north of the tracks many years ago when this section of the Babylon Line was elevated. The Wantagh train station was built in 1885 and restored to look as it did in 1904 and the Jamaica is on a piece of track next to the station. In its heyday, the Jamaica was the ultimate in style and comfort as it had a solarium and air conditioning. The last time I saw it a few months ago, it was in need of paint as well as repair to the window ledges which were rusting.

## *THE LIRR MODELER by Mike Boland*

### *This Month's Feature:*

### ***: CONVERT BACHMAN'S ALCO SWITCHER TO A LIRR S2—Pt. 3***

We conclude our feature this month. It's really amazing to see that there is little lettering on the LIRR Alco switchers and road switchers that were repainted bright blue and yellow in the early years of the MTA.

The cab requires a large-sized "M" beneath the cab window, complete with LONG ISLAND in small capital letters beneath it. You can use the "M" decal by Microscale or Island Model Trains but we had the old "Blue Shield" decals along with Wagon/ Crown Custom Products decals and used these. Make sure the decal is the right size. Early paint jobs of these locomotives show the "M" was placed off-center and much closer to the front end of the cab; later photos show that the "M" was centered in the middle of the cab.

The other lettering is actually the locomotive's number and these are placed on both ends over the yellow. We used an old supply of Gothic letters and numbers in black made by Champion Decals. These letters and numbers are available elsewhere and the popular Franklin Gothic font will serve well. We used these decals for the earlier gray and orange paint scheme and the numbers are placed below the headlight on the front end and to the right of the headlight on the cab end. There is no more lettering to do; it's quite a spartan lettering scheme.

As for weathering, these units can be quite a challenge. These units really ran out their years and were pretty badly weathered, so these units can use a lot of weathering and still look right at home. Some units show their previous paint scheme of gray and orange peeking through as the paint wears off. This would be an interesting thing to do and it is not that difficult.



July 1973 photo by the late George V.

In this situation a study of prototype photos, particularly in color as opposed to black and white, will come in quite handy and serve as guidance for a good weathering job. We decided to heavily-weather our model and give it that "EMD power is just around the corner and a few months away" look. Again, the toughest thing to do is to get the right color blue since many of the colors in the model railroad lines of paints are either too dark or too light. And the few yellows are too deep and rich to get the right color so you'll have to experiment. Work with GN Big Sky Blue, Conrail Blue or B&M Blue and slowly mix with your eye to get the right hue. Match your mix to the color photos you have on hand.



We just picked up the new Atlas RS3 in HO scale in the World's Fair paint scheme so we'll be writing about this locomotive next time, as well as the Stewart/Bowser model with the correct Phase III body. Happy modeling!

## Stack Talk by Neil Moran

WASHINGTON – TOPPENISH: Former steam locomotive #1364 was built back in 1902 for the Northern Pacific Railway by the Baldwin Locomotive Works. At that time the locomotive worked the Western end of the Northern Pacific Railroad, and then was relocated to the Yakima Valley in 1947 and finished her career on the Tacoma Division. The 4-6-0 was retired in 1954 after 52 years of service, and then donated to the City of Tacoma. In 1993, the Northern Pacific Railway Museum at Toppenish acquired the engine, and in 1994 restoration work began however, due to cramped quarters rebuilding the locomotive did not go well, and soon she was moved to another location in the museum, the new freight house. More complications arose when they found corrosion in the superheater, it was so bad they had to completely remove the superheater. Also the tender had extensive deterioration to its water tank, and had to be completely replaced. I might add the work on the tender is still in progress, and completion is dependent on funding, As for the engine itself, the leading truck has been completed and reinstalled also many appliances have been rebuilt and installed the boiler and tube sheets have been cleaned with a wire brush in preparation for a complete retubing. An ultrasounding of the boiler will soon take place in compliance with FRA regulations. Repairs to the sandome and steam dome are nearing completion. Also, a new wooden pilot has been constructed and should be installed as you read the story, along with a finished cab, and new number boards. The group is hard pressed for money, and really need your help. They still need \$5,000 to complete the work please send your donation to 1364 Project, P.O.B. 889 Toppenish, Washington 98848 to help bring back part of American history!

WASHINGTON – ELBE: Mr. Estathios Pappas who is the chief mechanic of Mt. Rainier Scenic Railway has recently bought an ex H.K. Porter. She was built in 1909 by the Port Company, the 0-4-0 first job was at the Santa Cruz Portland Cement Company, and for many years it was a new prototype classified as a 0-4-0T. She was considered quite the work horse at 45 tons and 18,000 pounds of tractive effort. After its working life, the engine was used as a billboard for over 30 years for a restaurant called the Chicken Kitchen in Stockton, California. To add to its embarrassment the locomotive was called the "Chicken". In 2006 Mr. Pappas rescued the 0-4-0 from further indignity, and brought it up to the Mt. Rainier Railroad for a rebuild. The work started in 2009 and was completed with the help of a small crew of dedicated workers. She finally had steam coming out of her for the first time since 1950. Later on that day, the crew gave her a short test run, which proved to be successful. A few days later, the dynamo head light, cab lights and sander line were all added to the engine. Hopefully, she will see regular service in 2014, and certainly no more chicken billboard indignities. Bravo Mr. Pappas.

WISCONSIN – NORTH FREEDOM: Locomotive #1385 was built by the American Locomotive Company for the Chicago & Northeastern Railroad in March 1907. The 4-6-0 was one of 325 similar engines purchased by the railroad from 1901 – 1908. The C&NW principally worked them on fast freights, and also used on slower passenger trains, and occasional switches duties over the C&W's extensive system. Locomotive #1385 was retired in 1956, and then purchased by the Historical Society of Milwaukee. Later the Society purchased an abandoned line in North Freedom, Wisconsin from the C&NW's in 1963. After moving the #1385, they changed the society's name to the Mid-Continent Railway Museum. Unfortunately, the museum closed down in 1998. Right now the 10 wheeler is undergoing a massive rebuild. The running gear containing the wheel and pistons are getting a full make over at the shop in Middleton, Wisconsin. A new boiler will be built in the twin cities, and a new tender was just completed in Lake Delton. The cab of the engine is about half way done. The group feels we could see her back under steam toward the end of this year, or possibly in 2015.

## Stack Talk...continued by Neil Moran

ILLINOIS – UNION: Steam engine #1630, a 2-10-0 was built in 1918 by the Baldwin Locomotive Works for use in Russia. However, it remained in the United States due to the Russian Government failure to pay for it due to the Russian Revolution raging in that country. Later on the locomotive was converted back to standard gauge. Still later bought by the Saint Louis – San Francisco Railroad (Frisco) and put to work hauling both freight and passenger trains. After years of noble service she was sold to the Eagle – Picher Company who used it to haul lead ore from a mine to their smelter for several more years. The engine was finally donated to the Illinois Railway Museum, where it continued to operate for some time. Now, after more than six years of repairs and federally mandated rebuild, #1630 returned to operating condition on October 30, 2013, when the locomotive was steamed up and passed inspection by the FRA. During the inspection it had to run back and forth to the satisfaction of officials present. Work will continue over the winter months, and if all goes well the complete rebuild will be accomplished sometime this year.

PENNSYLVANIA – SCRANTON: One of two typical switch engines in the Steamtown collection is a 0-6-0 wheel arrangement, locomotive #26 which rolled out of the Baldwin Locomotive Works at Eddystone, PA in March 1929. She was retained by the Baldwin Company for switching duties at their massive Eddystone plant. After many years at that plant, it was sold to the Jackson Iron & Steel plant in Jackson, Ohio where it switched empty and loaded cars out to the B&O and the OT&T Railroads. After retirement the #26 went to the Steamtown Foundation, and arrived there in January 1990. The engine is currently undergoing a full rebuild, and here is an update. A new fire box has been installed, and rigid stay bolts on the side sheets are installed. The frame has been aligned, and new cylinder sleeve was installed on the right main cylinder. The wheels have been checked for cracks, along with new tires placed on the wheels. Stay bolts were installed, along with mud rings riveted and work continues in the cab. The tender trucks were rebuilt, as well as the tank. Now workers are preparing to install the front tube and about three hundred two inch flues. When all the work is completed, #26 will be the motive power for short train rides around the museums grounds. There is a slight possibility that she might power occasional excursions on the former Delaware & Hudson Railroad mainline to Carbondale.

And now here is a report of the former Boston and Maine 4-6-2 Pacific #3713 also at Steamtown. Significant work has been done on the pilot and trailing trucks, albeit slower than might have been expected. When the workers inspected the wheel sets they discovered there was no solid metal under the bearing area of the axles. This was a huge setback to the restoration. Now, new wheels, two new axles and four bearings are now being built to allow the pilot truck to perform as designed navigating curves and switches on the railroad. At the other end of the locomotive, work is being done on the trailing truck frame which hold the two wheels that support the weight of the fire box and cab of the #3713 when completed work will start in earnest on the fire box. A huge obstacle awaiting the group is the last set of drivers is in the way riveting the fire box sheets together which is known as the mud ring. Removing the rear drivers without supporting the weight of the rear of the locomotive would leave the engine with unacceptable weight distribution. Hopefully, this will not take too long, as the Pacific will be in a precarious position. There is still a long way to go on this project, but there is light at the end of the tunnel. Later on this year work will begin on the installation of the fire tubes into the boiler. The siphons were a part of Lima's design for the B&M Pacific's and rebuilding them will be another step forward in restoring the locomotive to prime operating condition.

Once again it is time to thank the people who took the time to send me the news you have just read. John Biehn, (Dayton R.R. Society), Peter Chapman (United Kingdom), Rich Taylor (Kearney N.J.), and from your most humble servant in steam.

UNTIL OUR TRACKS CROSS AGAIN



## *The 2014 Amherst Railway Society Show by Mike Boland*

Once again, it was time for the Springfield Train Show, as many of those who attend call it, and thousands of railfans and modelers made their way to the Eastern States Exposition on Saturday, January 25, and Sunday, January 26 of this year to attend the two-day massive show.

The show, running from 9 to 5 on Saturday and 10 to 5 on Sunday, is scheduled for the weekend before the Super Bowl and it was again packed with all kinds of dealers and layouts in four buildings: the Better Living Center, the Young Building, the Stroh Building and the Mallory Complex.

It was the 46<sup>th</sup> annual show with a few changes of locations for layouts and dealers as well as some new dealers on hand to sell their wares. In fact, there were 37 new exhibitors this year. Familiar faces again this year were Gene and Sandy Collora of Photography by Gene Collora, Joe of Island Modelworks and Dave Harrison of Dave's Custom Hobbies.

Under the direction of Show Director John Sacerdote there were a number of clinics this year in three locations. The clinics were held in the Young Building, making it easier to hear and enjoy the clinicians and in the Mallory Complex, Iwata-Medea offered clinics for hobbyists interested in learning about airbrushes, a must for model railroaders.

And there was a real milk car presented by the Wiscasset, Waterville and Farmington Railway Museum.

Back by popular demand was Maggie The Train Clown, a Ringling Brothers-Barnum & Bailey Circus clown and graduate of their famous clown college; she spent three years on the circus train while performing.

There was a third of a million square feet of trains as well as 8 acres of space for modelers and train buffs to walk through.

Thousands of pieces of rolling stock, locomotives, books, photos, railroadiana and other items of interest were everywhere, along with manufacturers both large and small. A great number of model buildings were also offered.

Of note at the Atlas table were the recently arrived HO ALCo RS3s in the World's Fair paint scheme of orange and gray and blue and yellow C420s in the early MTA paint scheme. These units should be available shortly.



## *Ben Young...in an unlikely place by Ed Koehler Jr.*

One never knows how far one's influence can spread. . .

In December 1991 I was detailed to a training class in Indianapolis, Indiana for two weeks. During the weekend there I wandered over to Indianapolis Union Station which by then had been converted mainly into a shopping center. In the shopping center was a hobby shop. I went into the hobby shop to look around and there was a monitor playing a movie in the back of the store. The presentation consisted of movies of steam locomotives and if memory serves me correctly it was filmed in the Indiana area. There was a bit of gathering of enthusiasts who were watching the films. At the end of the segment the credits came up, the film was by Ben Young! Here I was in Indiana and Ben's films which were a staple at LIST meetings at the time had followed me out there!



# Fire Up 611!

The Norfolk & Western Class J Locomotive is the most powerful passenger steam locomotive in the world.

Simple lines, a bullet nose, a midnight black façade, a Tuscan stripe and a baritone whistle makes her the most distinguished steam locomotive left in the world. She's an engineering powerhouse of

steam, technology and near mechanical perfection.

Since her retirement, you have hoped and dreamed that she return to the rails, to blow her whistle and steam over the Blue Ridge and Appalachian mountains once again.

This locomotive is now undergoing restoration to operational condition in cooperation with the Virginia Museum of Transportation, Norfolk Southern Railroad and the Fire Up 611 Campaign. For more information on this exciting project, visit their website at:

<http://fireup611.org>

## George Wybenga's

# CABOOSEART



**FEBRUARY 3 - 28, 2014**  
Mon - Thu 9:30 AM-9 PM  
Fri & Sat 9:30 AM-5.00 PM  
Sun 12-4 PM



**ARTIST RECEPTION**  
Thursday, February 13  
6:00-7:30 PM  
Admission free to the public

**COMSEWOGUE PUBLIC LIBRARY ART GALLERY**

**170 TERRYVILLE ROAD, PORT JEFFERSON STATION**

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Senior Vice President of Transportation and Infrastructure Planning Raymond Kenny poses in the cab of DM-30 Locomotive #521 upon his retirement from the Long Island Rail Road. A special drumhead was affixed to the locomotive in commemoration of his last run!

Photo Credit: John Spoltore, LIRRPhotographer