



SEMAPHORE



April 2014

Due to our Chapter meeting taking place on Good Friday, the Church needs the space where we meet.

**We are moving the April Chapter meeting to:
OLD TOWN HALL
47 WEST MAIN STREET in Babylon**

Old Town Hall is located diagonally across from the Babylon Movie Theater. Parking is in the rear of the building!
The meeting will be on the second floor and an elevator is located at the rear entrance if needed.

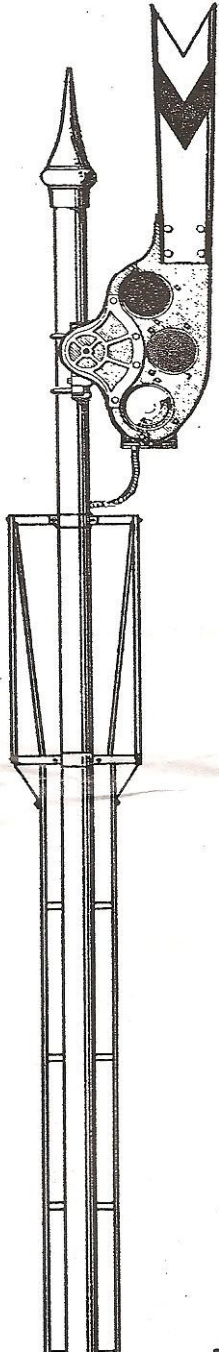
THIS MONTH:

This month will be a two parter. We will be showing the recent PBS video presentation of **"The Rise and Fall of Penn Station."**

The 2nd part will be a slide show and lecture by the expert on Penn Station, John Turkeli. John will be showing slides of Penn Station through the years it existed. Many one of a kind photos of Penn will be shown.

IN THIS ISSUE:

Page 2	LIST Order Form
Page 3 & 4	LIST Happenings
Page 4	OBRM Update & LI Model Railroads
Page 5	Long Island Rail Road Modeler
Page 6, 7 & 8	Stack Talk
Page 9	Long Island Rail Road News



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 th 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 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	@\$5 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 _____

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

Due to our Chapter meeting occurring on Good Friday, the meeting place has been moved to Old Town Hall in Babylon Village which is approximately 2 blocks north of the church. Old Town Hall is located at 47 West Main Street in Babylon, diagonally across the street from the Babylon Movie Theater. There is a parking lot at the rear of the building. DO NOT PARK IN ANY LOTS THAT SAY VILLAGE EMPLOYEES ONLY OR OTHER RESTRICTIONS- YOU WILL BE GIVEN A TICKET! The meeting is on the 2nd floor, an elevator is at the rear of the building if you need it.

LAST CALL FOR MEMBERSHIP RENEWAL. IF YOU HAVE NOT RENEWED BY 3/1/2014, YOU WERE TAKEN OFF THE MEMBERSHIP ROLLS OF THE NRHS AS PER NATIONAL HEADQUARTERS. In addition, this will be your last copy of the Semaphore if you have not renewed your dues.

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

The USPS destroyed several copies of the February edition of the Semaphore that were mailed out to members. If you did not receive your copy of the February Semaphore or are missing pages, please let me know and I will send you a replacement copy.

WE HAVE PURCHASED 4[FOUR] ORIGINAL, NEW, AUTOGRAPHED COPIES OF "STEEL RAILS TO THE SUNRISE" FROM RON ZIEL. These are hardcover original copies. Although they are expensive at \$75, these are the last copies that Ron Ziel has and they are each autographed, original, hardcover versions. [2 were sold and 2 are remaining]

The people of the Connecticut Trolley Museum are working on restoring an ex-LIRR MP-54. The plan as of now is to have it running by June of 2014. When it is operational, we plan on a trip to the Museum to ride in this historic car. 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 are located, please send it to me through my email or the Chapter's PO Box.

A very interesting and informative tour of East Side Access was afforded to Chapter members. The tour last approximately 90 minutes and we went down as far as 150' below street level to where the station passenger platforms will be located. This is an incredible feat of engineering that will stretch from the Sunnyside Yard and Harold Interlocking to Grand Central Terminal which is almost 5 miles. The station section of the tunnel which we viewed among other places is approximately 60' wide by 60' high and is approximately 1400' long. It is amazing in scope as to what has been done underneath Manhattan and we saw only a small portion of it!

IF POSSIBLE, WE MAY REQUEST AN ADDITIONAL TOUR FOR THE PEOPLE WHO WERE UNABLE TO ATTEND THE TOUR. IF YOU ARE INTERESTED IN PARTICIPATING IN A TOUR WHICH MAY TAKE PLACE IN EITHER MAY OR JUNE, PLEASE LET ME KNOW BY PHONE OR EMAIL.

Many thanks to Karen Diemer, Shaun Juman and Bill Ury of MTA Capital Construction who helped make this tour in what may be a once in a lifetime experience!

Continued on next page...



List Happenings...continued by Steve Quigley

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 requested. 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 Rail camp.

The LIRR has published a brochure titled "Long Island Rail Road Deals & Getaways." This brochure is a compilation of Rail and Admission Discount Packages to various places and events in NYC and LI. For example, there are package tours to the American Museum of Natural History as well as Madame Tussauds Wax Museum.

If you would like a copy of this informative discount filled brochure, you may pick one up at most of the LIRR Stations or I will mail one to you free of charge. Just send me an email, give me a phone call or send me a note to our PO Box for this discount filled brochure. Thank you to our friends at the LIRR Sales & Promotions Department for sending me the brochures.

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 and my telephone # is 631-487-4766.

**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 LIRR MODELER by Mike Boland

This Month's Feature:

A REVIEW OF ATLAS' HO SCALE RS3—Part 2

.Let's quickly review our prototype, the ALCo RS3, before we look at our model. LIRR RS3s were built by ALCo in 1955; it was a 1600-horsepower road switcher built between 1950 and 1956. Changes to the carbody filtration system during the production life of the RS3 resulted in several louver and filter combinations on these locomotives. There are three phases of carbodies; Phase I, Phase IIa and Phase III.



The Atlas model is a Phase 1 model.

The Long Island, a good customer of ALCo, the American Locomotive Company, purchased ten (10) locomotives in 1955. As John Scala pointed out in his book "Diesels of the Sunrise Trail," these ten locomotives allowed the railroad to completely dieselize its motive power roster and retire its last remaining steam locomotives, which it did in October 1955. One RS3 came onto the property in August and the other nine in September of 1955.

Two hundred sixty-two locomotives of the Phase III RS3 design were built. Small lots of these locomotives were built and bought by the PRR, N&W, L&N, NKP, MP, SP&S and the Milwaukee Road. Production of the RS3 ceased with the introduction of the RS11 in August 1956. Drawings of the Phase III RS3 were printed in the April 1986 edition of Mainline Modeler. The Phase III model is easily identified by the two vertical rows of screens or grills along the long hood of the locomotive; these screens or grills are not identically located on both sides of the long hood.

It was Stewart Hobbies who brought out the Phase IIa and Phase III models in 1986. We hope to build the correct Phase III body by using a Stewart—now Bowser—RS3 carbody and drop it on the Atlas powered chassis. We also hope to rework the underbody with the correct fuel and water tanks.

The ten units purchased by the LIRR were numbered 1551 through 1560 although there were plans to use a different numbering series. They arrived in an unheralded new paint scheme of a dark or smokey gray body with orange ends, white condensed gothic lettering and a Brunswick Green cab roof. This paint scheme, except for the orange ends (MU cars had an orange storm door but not an orange end originally), was similar to the new Pullman-Standard MU cars arriving from the P-S plant in Worcester, Mass. Soon the LIRR fleet of passenger cars would be repainted into this scheme.

More about the RS3 next time. Until then, happy modeling!



Stack Talk by Neil Moran

UNITED KINGDOM – LONDON: Another high stepping Pacific locomotive will be entering the excursion business this spring. This steam engine is called “Braunton”, and is a 4-6-2 light pacific. “Braunton” is a “West Country” Class locomotive designed by Oliver Bulleid. This engine was so named after towns on or near the Southern Railway System in the west of England with the town of Braunton situated in North Devon. The locomotive at that times all incorporated man modern features of the time, including electric lighting, an “air smoothed “casing, and an internal chain driven valve gear. This gear was submersed in an oil bath in an attempt to extend the mileages between overhauls however frequent. This new innovation did not prove to be successful, as breakdowns were common. In the past, during the WWII war year’s shortage of skills, and declining maintenance standards, British Railways embarked on a rebuilding program of their “Light Pacifics”. In 1959 the air-smoothed casing and the internal chain driver were removed. By 1965 after accumulating 779,210 miles in service, she was sold to the Barry Scrapyard were it languished for 23 years. In 1988 a group interested in restoring a steam locomotive spotted the “Braunton” and saved her from the torch. This group finally completed the full restoration in 2013. Over this past year the locomotive was fitted with all modern equipment to be used on Mainline Railway Network. “Braunton” is now capable of speeds up to 100 mph. But will be restricted to 75 mph when entering excursion service in 2014. And that is the news from across the “Pond” Cheers!!

COLORODO-GOLDEN: One of the most extensive collection of the history of narrow gauge equipment in the west is up for sale. Lindey and Rosa Ashby, former operators of the Georgetown Loop narrow guage railroad located in Georgetown, Colorado, from the 1980’s till 2004, have decided to sell part of their collection, and offer other pieces of rolling stock for lease. Locomotives for sale include two include two Westside Lumber Company Shays, Nos. #8 and #12, and General Electric 44 ton diesel #15 that was on lease to the Cumbres & Toltec Railroad. There are also about 42 pieces of rolling stock, including flatcars, gondolas, observation cars, and cabooses that are for sale. Staying in the collection, but available for lease are two Baldwin 2-8-0s that once ran in South America, and a former West Side Shay #14, a Rio Grande Southern caboose #0400, along with several boxcars and flatcars. When leaving the Georgetown Loop R.R. at the end of their contract, they had hoped to find a place to operate the equipment, and then the Colorado Railroad Museum in Golden was kind enough to help us out, and they were very grateful.

NEVADA-VIRGINIA CITY: The #1 “Glenbrook” is a 2-6-0 Mogul type, narrow gauge system steam locomotive that was built by the Baldwin Company in 1875 for the Carson & Tahoe Lumber Company’s three foot narrow gauge railroad. She was built to haul cordwood and lumber from Glenbrook, Nevada on the east side of Lake Tahoe to Spooner Summit. At the summit, the logs and lumber were put on a flume which carried them to Carson City. There, the material was loaded onto flatcars of the Virginia & Truck Railroad which carried it to Virginia City for use in construction of the town, as mine Props, and boiler fuel. The area was fairly logged out by 1890, and the owners sold all the equipment and trace, but kept #1 which was stored at Lake Tahoe until 1937 when it was sold to the Nevada County narrow gauge which stored it until 1937, using it only for parts for her sister locomotive “Tahoe”. Now, the Nevada State Railroad Museum’s chief mechanical officer Chris Dewitt says the “Glenbrook” is coming back, and in fact nearly finished after years of work.

Stack Talk...continued by Neil Moran

They plan to have it in operation by the July 4th holiday. Since this year is the 150th anniversary of Nevada's Statehood, they plan on inviting several steam locomotives along with the 2-6-0 "Glenbrook" and Virginia & Truckers #25 to be fully under steam.

WISCONSIN - NORTH FREEDOM: Here is a further update on the former Chicago & Northwestern #1385 a 4-6-0 ten wheeler built in 1907. When the engine was taken out of service in 1998, it was estimated it would cost \$125,000. Upon closer inspection which revealed an additional \$250,000 for needed boiler repairs. But even that figure has grown after more problems were found back in 2011. The Wagner Foundation offered \$250,000 matching grant that resulted in a \$500,000 infusion. Others, have stepped up, but more money is needed to meet the 2 million project.

Today, the #1385 is in pieces, scattered not only in North Freedom but in various places in the mid-west. An organization called "Spec" has the forty foot long, and ten foot wide chassis, and the engines three sets of 63 inch in diameter drive wheels. The front cow catcher and other pieces lay outside a barn while the arms that connect to the massive wheels are in a machine shop. The wooden cab is being built in Fond Dulac, and a new boiler is being constructed at Plymouth, Minnesota. The original tender was in serious disrepair, so a new tender was built at DRM industries in Lake Delton. A recent sandblasting of #1385, running gear took place two weeks ago. This cleared the way to now inspect the running gear which is being done now. The locomotive will be repaired for the long haul!! Says Mr. Grill head of the restoration group. He continues "She'll be good for another 100 years of service.

WEST VIRGINIA-CASS: Once again the Cass Railroad is pulling out all the stops with their annual railfan weekend that will take place over the weekend of May 16,17 and 18th 2014. This will be a bit different than the previous railfan weekends. This year, there will be three full days of steam activities, instead of the usual two. Bright and early Friday morning at 8 am two shays will lead the charge upgrade to Bald Knob. The train will make two water stops at Whittaker and Old Spruce. Multiple runbys will take place here, plus Oats Run, and at several locations with sharp s curves. When reaching the summit at 4,482 ft. again multiple runbuys will take place on the 11.5 % grade. After lunch, the train will descend down the mountain, stopping at several locations for additional runbuys, and getting into Cass around 5 pm. Dinner that evening will be held at the Cass Locomotive shop, and after dinner, a night photo session conducted by Steve Berry at the water tower. Saturday, May 17th – Departure will leave Cass again at 8 am to climb up to Whittaker Station. Runbys will take place, and then up to Old Spruce to take on water. At Spruce, more runbys, plus several trips to the Cheat Bridge. On the return back to Cass there will be two runbys through Big Cut and then you pull in Cass around 5 pm. After dinner, another night photo session starting at 8:30 pm. Sunday May 18th – The highlight of the weekend, starting at 8 am the famous triple locomotive race in early morning light the three starting up together on different tracks with huge plumes of smoke pouring out of their stacks. Truly, if you never have seen this runby performed, you will not believe your eyes. And yes they repeat this show twice more, so the photographers can get different angles. The three engines then take water at the water tank nearby.

Stack Talk...continued by Neil Moran

Another golden opportunity for the some great photo's. Then it's off to Gum field's famous "s" curve for many photo runby's and then, heading over to Leathebark Creek for the final runbys before heading back to Cass by 2 pm. After that, you head home with enough memories to last of a lifetime. For further information call 1-800TENNESSEE – 225-5982 or go to www.msrlha.org.

CHATANOOGA: The Tennessee Valley Railroad Museum has completed a successful hydrostatic test on famous Southern Railway 2-8-2 #4501 at the Souce Shops. This was indeed a big milestone in the long journey to return the 1911 Baldwin Mikado back to steam. During the procedure, the locomotive's boiler pressure was slowly increased to 257 psi, which will allow for a working pressure of 205 psi, said Mark Pay of the museums mechanical department. The locomotive has previously operated at 200 psi. Federal Railroad Administration inspectors gave the #4501 who were present declared it satisfactory. The working crew drained the boiler to perform an internal inspection. Next for the shop crew is the installation of grates, and the fourth driver, then setting up the smoke box interior to prepare for a steam test. Said one of the workers "the old girl is getting to look pretty good now". No. 4501 was the Southern Railroad first Mikado, and it gained fame in 1966 when Southern Railway began using her in steam excursions across the southeast. It last steamed in 1998.

PENNSYLVANIA – ALTOONA: Here is a further update on the Pennsylvania K4. Altoona City Council recently renewed its approval of a state grant for restoration of the railroads Memorial Museum's ex-Pennsylvania K4 #1361 to running condition. The project began back in 1996 and still remains sadly unfinished. Workers have been laboring slowly on the Pacific in the museums Memorial Hall. They still await the completion of the new quarter roundtable which has the clearance to allow continued work on the k-4. Hopefully, by the time you read this ongoing saga, the locomotive will be inside. Then the main frame, which has been completed, will be inspected, primed and assembled with the steam chest. Next, the boiler has been inspected and now ready for assembly onto the main frame for further work on the boiler. The drivers and rods are all up to specs and completely inspected. Now the cab is ready for painting. For the move inside the new roundhouse, workers will put the drivers on the track to the round house, assemble the frame to those drivers, and then place the boiler on the boiler mounts. The museum's engineering company, the repair workers, and volunteers will work further on assembling the #1361 as quickly as possible and helpfully fire her up sometime this year. Now that would be a sight to behold!!

PENNSYLVANIA - STRASBURG: Former Florence Cripple Creek 4-6-0 #20 is on her way to the Strasburg shops for a complete rebuilding. She was built by the Schenectady shops in 1899. Back in 1916, the engine was sold to the Rio Grande Southern R.R. where it spent the next 35 years on the Silver San Juan route. After the RGS was abandoned, the ten wheeler was put on display to rust in peace. When the Colorado Railroad Museum was established in 1958, it was rescued, and brought to the museum where the engine sits today, But, an anonymous donor has come to the rescue and has donated \$400,000 to fund a complete rebuild back to working order specifying that all work would be done at the Strasburg Shop in Pennsylvania. To add whipped cream to the cake, another \$100,000 has been placed as an endowment to maintain the engine. Yes, good people, there is a Santa Claus!! And I cannot think of a better way to end this column.

UNTIL OUR TRACKS CROSS AGAIN...



Long Island Rail Road Unveils Simpler Ticket Plan for Hamptons Reserve Service on Cannonball Express Trains

Press Release

Combined Ticket to Cover Cost of Rail Fare and a Hamptons Reserve Seat

MTA Long Island Rail Road's popular Hamptons Reserve Service will return this summer with a simplified boarding plan in which one ticket covers the cost of both rail travel and a reserved seat aboard The Cannonball, the LIRR's premium express train running between Penn Station and Montauk on weekends beginning May 23.

The new Hampton Reserve Service ticket plan was approved unanimously earlier today by the MTA Board of Directors at its regular meeting. The LIRR offers Hamptons Reserve Service on two of the 12 bi-level coach cars that comprise The Cannonball, which departs Penn Station on Fridays at 4:06 PM and makes Westhampton in just 94 minutes. The same Hamptons Reserve Service is available on the westbound Cannonball leaving Montauk on Sunday afternoons. On both trains, the remaining coach cars are available to all customers.

In Hamptons Reserve, customers enjoy a smooth and comfortable ride in our bi-level, air-conditioned coaches with ergonomic, two-by-two seating. Reservations guarantee your seat and our courteous attendants serve beverages and snacks at your seat.

In the past, customers have had to purchase separate tickets for rail fare and a Hamptons Reserved seat. This year, one \$47 ticket covers all costs for the eastbound trip on Friday, while Sunday's return trip is priced at \$39.75. Advance reservations are always required.

Making Seasonal Reservations (Starting Thursday, May 1)

Beginning Thursday, May 1, seasonal reservations for a minimum of eight weekends up to the full 15 weekend summer season can be made in advance by dialing 511, the New York State Travel Information Hotline and saying "LIRR" when prompted or e-mailing and including the reservation request form. The request forms will be made available at <http://web.mta.info/lirr/hamptons/reserveservice.htm> in the coming weeks.

Making Weekly Reservations for Hampton Reserve Service

Weekly reservations are available starting on the Monday prior to Friday or Sunday departures through the LIRR's Hamptons Reserve Reservation Office, which can be reached by dialing 511 or e-mailing hamptonreserve@lirr.org and including the reservation request form. The request forms will be made available at <http://web.mta.info/lirr/hamptons/reserveservice.htm> in the coming weeks.

New Policy Will Free Up Seats

The introduction last year of Hamptons Reserve Service from Penn Station as well as westbound reserve seating from Montauk increased the Hamptons Reserve ridership by 107%. The new ticketing policy is designed to make more Hamptons Reserve seating available by curbing the practice of some customers who make bulk reservations upfront and never canceled unused reservations, only to return unused tickets at the end of the season for a refund. By requiring advance cancellations of reservations, seats will be freed up for purchase by other customers. As is the case with all LIRR tickets, Hamptons Reserve customers can return unused "tickets" for a refund for up to 60 days from the date of sale as long as the reservation was canceled by noon on the Thursday prior to date of travel. The regular refund processing fee of \$10 will apply.

For More Information

Again, for the latest information on the LIRR's Cannonball express train and its Hamptons Reserve Service go to the LIRR website at <http://web.mta.info/lirr/hamptons/reserveservice.htm> Customers can also call 511, the New York State Travel Information hotline, and say: Long Island Rail Road. The deaf or hard of hearing can use their preferred relay service at

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

A promotional banner for the 'Streamliners Scoop' event. The banner features a blue background with a yellow oval on the right containing three locomotive icons: a red one with number 5711, a green one with number 6800, and a black one with number 1270. Below the oval is a yellow box with the text 'STREAMLINERS AT SPENCER' and 'May 29 - June 1, 2014'. On the left, there are two photographs of streamliner locomotives: a white and black Norfolk Southern locomotive with number 4271 and a purple and white locomotive with 'THE CHIEF' written on its side.

STREAMLINERS SCOOP
The latest updates on this big event

STREAMLINERS
AT SPENCER
May 29 - June 1, 2014

The N.C. Transportation Museum's next major railroad event, "Streamliners at Spencer," will be a four-day festival for lovers of classic streamlined locomotives of the 1930s through the 1950s. These engines will be gathered around the 37-stall Bob Julian Roundhouse turntable for daytime portraits, special operations, nighttime photos and more. So far, 20 locomotives are confirmed as attending. Don't miss it!