



SEMAPHORE



May 2014

The next meeting of LIST will be on **Friday, May 16th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The guest speaker will be John Turkeli. John will be making a presentation on the NY & Long Branch Rail Road. He will have pictures of Steam, Diesel and Electric trains including shots of the famous PRR GG-1 locomotive.

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For regular updates and other important information,

visit the Chapter website at:

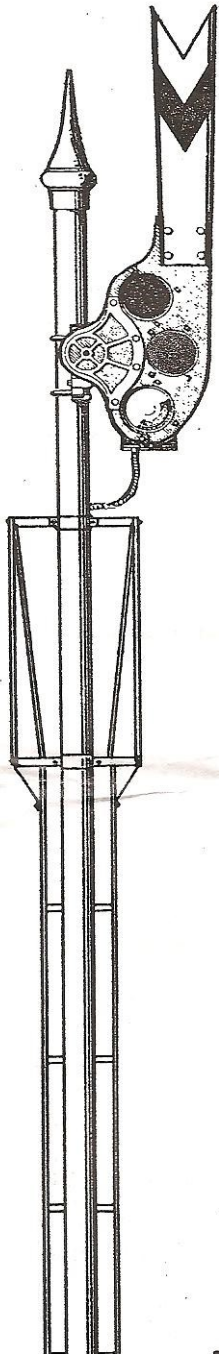
<http://www.nrhs-list.org>

The Chapter mailing address is:

LIST—NRHS

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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 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

On April 24th, several members of our Chapter attended a ceremony at Mineola Station celebrating the 180th Anniversary of the LIRR. Several speeches were made including ones by Chapter member Dave Morrison and me. Several political representatives from Nassau and Suffolk Counties were there and the ceremony was initiated and closed by speeches from LIRR President Helena Williams. Mineola station was cleaned and various historic pictures were placed on display and will remain hanging in the station for the foreseeable future. Please see the back page for a picture from the ceremony.

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.

WE HAVE PURCHASED 4 ORIGINAL, NEW, COPIES OF "STEEL RAILS TO THE SUNRISE" FROM RON ZIEL. They are \$75. These are the last copies that Ron Ziel has and they are each original, hardcover versions. [3 were sold and ONE is 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 July 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.

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.

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.

Several people have sent me articles to be published in the Semaphore. One of the problems that we have is space constraints. I was sent a 10 page article which although it is excellent, will take up the next 5 editions of the Semaphore. We are going to possibly print it over a period of time. If you can send me 2 page articles, that would be appreciated. On the other hand, we are considering a series of books on various aspects of the LIRR. The series might have one volume on buildings, the next volume on towers, the next volume on stations and so forth. If you wish to have an extensive article printed for that venue, please send them in to me.

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]. 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.



Divide Tower 1959 by Arthur Erdman

While walking home from school one late summer day in 1959, I was taking a shortcut off the Broadway road crossing in Hicksville towards the Port Jefferson Branch of the Long Island Rail Road when I observed a man descending the stairs of Divide Tower and mounting a small wooden platform next to the tracks. He was carrying two sticks shaped like the letter "Y" which he held up and an eastbound Port Jefferson train's engineer and conductor caught the messages attached to a string on each stick. I asked the person what he was doing and he said he was "handing up the orders". He said that he was the block operator that controlled the signals and switches for the trains. He invited me up into the tower to take a look and there I observed the actual machines that controlled the railroad.

At that time, the Hicksville Freight Yard had recently been relocated about one mile west of its original location which was behind Hicksville Station on the north side. Concurrent with the new location of the Hicksville Freight Yard, two new interlockings were installed to control access to the new yard which were controlled by Divide Tower from a small Union Switch and Signal Centralized Traffic Control (CTC) code machine. The interlocking locations were designated "A" Station, at the west end of the yard and "B" Station at the east end of the yard. These two interlockings included main track crossovers and switches to and from the new yard. This small CTC Machine was located at the desk of the block operator. Relocating the Hicksville Freight Yard resulted in a greatly expanded parking lot for the increasing numbers of commuters using Hicksville Station.

The immediate interlocking at the junction between the Main Line and the Port Jefferson Branch were operated by a Saxby and Farmer type mechanical interlocking machine using large levers that were powered by the muscles of the block operator. During winter snow and ice, operating these levers and the associated pipe connections and switch points were a brutal job for the operator.

Located on each line just east of Divide Tower were air operated crossovers which were controlled by a Union Switch and Signal Model 14 Electro-pneumatic (EP) Machine. This machine was located next to the Saxby and Farmer machine at the east end of the tower.

Finally, just to the right of the operator's desk, a new and modern (at the time) Union Switch and Signal Traffic Control System push button machine was installed to control the location formerly known as "S" Cabin. Located midway between Syosset and Cold Spring Harbor, this is where the double track ended and went to Single Track to Port Jefferson. "S" Cabin was the site of a Spring Switch that automatically restored itself to Track Number 1 when an eastbound train trailed through it. "S" Cabin was re-designated "Amott" and a new power switch replaced the Spring Switch. Ultimately, most of the Port Jefferson Branch was converted from Manual Block to CTC. The CTC portion ended at Smithtown and Manual Block continued from Smithtown to Port Jefferson. Interlockings at Huntington, Northport, Kings Park and Smithtown were named after prominent former Long Island Railroad employees. These names were: Amott, Burke, Corey, Duke, Evans, Fox, Green, Hare and Post. Once Amott was placed in service, the position of block operator at Divide was upgraded to Train Director and of course the rate of pay was increased.

Another improvement made when Amott was installed was the removal of the wayside Automatic Block Signals between Divide and Amott. Cab Signals were installed in place of the Automatic Block Signals and both main tracks became reversible. This resulted in allowing local freight L-44/45 more time to work at Circle Wire off Track Number 2 in Landia and at the Syosset Team Track off Number 1 Track, where many boxcar loads of canned goods were unloaded by local distributors. Also installed at Divide was a Public Address System that allowed the Train Director to make announcements of track changes at Syosset Station.

Divide Tower in 1959 was an interesting place to watch the railroad being operated. Not many towers had a total of four different interlocking machines ranging from the early days of railroads up to the most modern to keep passenger and freight traffic moving.



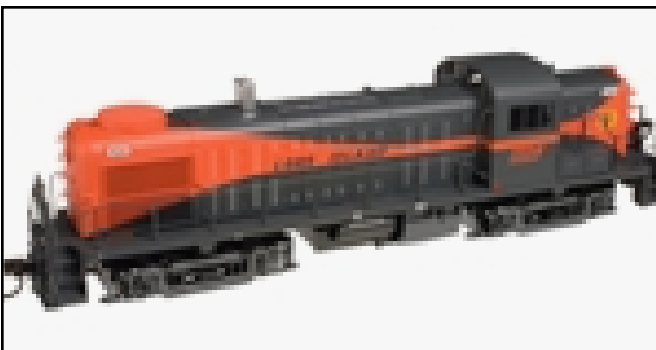
THE LIRR MODELER by Mike Boland

This Month's Feature:

A REVIEW OF ATLAS' HO SCALE RS3—Part 3

The ten LIRR RS-3s in the fleet wore three distinct paint schemes. The as-delivered paint scheme was for aluminum or almost-white condensed gothic lettering and numbers on a smoky or charcoal gray body with a Brunswick Green or Dark Green Locomotive Enamel cab roof and underbody. The LONG ISLAND lettering was 12 inches high and placed between the two vertical screenings or vents that the Phase III RS-3 has built into its long hood body. Same color numbers were used below the cab but smaller in size. The locomotives wore bright orange ends with black condensed gothic numbers above the twin sealed-beam headlights. Several years later, the locomotives were given the new Dashing Dan with base herald placed on the side of each cab below the locomotive's number.

In the 1960s, these units were repainted into the World's Fair paint scheme, which was similar to the new fleet of ALCo Century 420 locos. A pattern similar to that used on the Century fleet resembled a headlight and tapered in size as it moved closer to the cab. Lettering was in a most unusual slant-type font that really can't be identified and said LONG ISLAND in smoky gray against the large orange field with the lettering again placed between the two vertical screenings. The headlight pattern tapered to a small bar as it moved across and below the cab window with the locomotive's number in an unusual slant font in orange. The orange ends remained the same and so did the numbers in black above the headlights at each end of the locomotive. What did change was the chassis or end of the locomotive. Painted orange in the as-delivered paint scheme, it was now painted smoky gray.



The Atlas unit does not accurately capture the orange pattern as it moved onto the roof of the RS-3. We don't really have any good photos of the unit's roof and since this area is near the exhaust fan on the roof, it is extremely tough to tell just how the pattern actually appeared. The late John Scala claimed that the pattern moved its way onto and over the roof in a graceful curving line and we support his claim

After the State of New York purchased the LIRR, the MTA painted its motive power blue and yellow; RS-3s had their hoods and roof painted blue with yellow ends. Cab sides, roof and walkway frames were also painted yellow. The yellow frame weathered badly, as did the rest of the unit and some frames were repainted black. A large two-tone MTA "M" was affixed to the cab side with no number on the locomotive except for its bugboards and ends. Some locomotives received a different font for the black numbers.

Until next time, happy modeling!

Stack Talk by Neil Moran

CALIFORNIA – SONOL: This year the Niles Canyon Railway is having their annual steamfest on two consecutive weekends, the first one is on June 7th and 8th (Sat & Sun) and then again on June 14th and 15th. The railroad is pulling out all the stops, by having five different steam locomotives in service for both weekends. These engines will range from a Quincy #2 2-6-2, Robert Dollar #3 2-6-2T, Clover Valley #1 2-6-2T running. Mason County #7 2-6-2T and Portland Cement #2 0-4-0T all running on former Southern Pacific track that once was the first Eastbound routes from the Bay Area to the San Joaquin Valley. Many events are planned from run-bys in the yard and station, and also at various locations along the track. And yes, they still have a semaphore signal on the railroad, which I'm sure will get a workout. Sunol is just a short distance south of San Francisco that wonderful city by the Bay that is also filled with little cable cars that climb half way up to the stars.

ALASKA – ANCHORAGE: Former Alaskan Railroad 2-8-0 #557 is making progress. The team of workers on the locomotive has grown substantially with several new men on board. They have put down rails to the house track that connects with the service track. Now they can move the engine around. Dirt, grease, old paint have been removed with wire brushes. Also the piston rear valve head, and crosshead supports have also been cleaned with wire brushes which has accumulated over the past 70 years. Later on this part of the engine will be sandblasted. Some of the workers are now repairing the power reverse crosshead guide, and after that's completed, they will make preparations for primer and finish painting that part of the locomotive. However, number one priority at the moment is removing the firebox stay bolts that secures the interior crown and side sheets. Stay bolt removal is a lot of repetitive and careful work and is the necessary preparation for placing the interior of the fire box. The driving wheels have been sent to Chattanooga so the machinists can work their magic on their TVRM steel lathe. There are no facilities in Alaska to do the bearing work on the drivers. The all-volunteer management team and mechanical department have proven what can be done when a dream and a lot of hard work come together. If you wish to help, send your donation to the Alaska Community Foundation #557 Fund, 3201 E Street Suite 110 Anchorage Alaska 99503.

WASHINGTON – ELBE: This month the Mt. Rainer Railroad is doing what comes natural on Sat. May 17th with a steam festival which will include six locomotives under fire they include Hammond 2-8-2T #17, Polson 2-8-2 #70, Rayonier Shay #2, West Fork Heisler #91, Hillcrest Climax #10, and Santa Cruz Portland Cement 0-4-0T #2. All these locomotives will be running at various times throughout the day. The Hammond 2-8-2T and the Polson 2-8-2 #70 will pull excursions on the 14 mile track, with many photo stops. For more information go to Mt. Rainer Scenic Railroad – 360 569 2588.

IOWA – MASON CITY: The friends of the #457 after working hard to maintain former Minneapolis & St. Louis 2-8-0 #457 that was built back in 1912 by ALCO. After working on the M&STL Louis R.R. for 38 years as a freight engine, she was purchased by the American Crystal Sugar Company in Mason City. The sugar beet plant used it to switch carloads of sugar beets during their annual harvest season. In September 1959, the #457 was then taken out of service and was moved into East Park in Mason City to "Rust" in peace. And that's exactly what she did. Until it became an eyesore. Fortunately, in Sept. 1959, the Mason City Rotary Club came to her rescue and cosmetically restored the #457 to the point she wasn't an eye sore anymore. In fact, they named her "Rotary Cannon Ball". But by 2002 the engine was nothing more than a rusting hulk with no appliances, headlight or markings to indicate that she was a M&STL locomotive. In 2003, railroad historian Gene Green attempted to generate some interest in fixing up the "old girl" a little bit. Surprisingly, people came out to try and make #457 presentable by cleaning the engine and tender. By 2005, the engine had been cosmetically restored, and was reopened to public viewing. In fact funding was so good that the group was also able to build a platform to the cab, and a large overhead shelter in 2007 to protect the #457, along with a new boiler jacket.

Stack Talk...continued by Neil Moran

So now the "old girl" is now looking like she used to be. This story of this small town working together to enhance the community reminds me of Thornton Wilder's play "Our Town" where a town unites to make it a nice place to live. The play won a Pulitzer Prize in 1938. Then in 1944 famous American music composer Aaron Copland wrote a musical score on Thornton Wilder's play which he called "Grover's Corners" which bought him national acclaim.

MINNESOTA – DULUTH: Former Northern Pacific #2435 a 2-6-2 Prairie Type is the only surviving N.P. of this class. In 2012, the museum received a \$14,800 grant to cosmetically restore the engine from the State of Minnesota. Also, the restoration raised another \$15,000 through various donations. So far the crew has removed all the asbestos, rebuild the wooden cab, sandblasting and repainting the engine, and replacing several appliances, and also installed various cab equipment. All rotten wood is being replaced along with rusted steel. The rust on boiler jacket was removed, as well as the lagging underneath. No. 2435 was one of Northern Pacific's 150 Prairie Type freight locomotives constructed by the American Locomotive Company back in 1907, it is the last survivor of the Class "T" type. She made her final run in May 1954. Once the restoration is finished, #2435 will be put on display indoors at the museum.

OHIO – NELSONVILLE: The Hocking Valley Railroad has finally taken possession of a rare steam engine, and she's former Hocking Valley Railway #3 a 0-6-0 built in 1920. The engine was built by the Baldwin Company for the Ohio Power Company. A group is now restoring the locomotive at various locations, for instance the boiler is at the J.S. Company, a metal working factory in Middlefield, Ohio, and by the time you read this, the boiler should be back at Nelsonville. Then the other work can begin on the cab, driving wheels, steam chest, etc. etc. Prior to the renovation project the #3 sat outside in all kinds of weather for twenty years slowly rotting away, after it has been in service for over 46 years and that's no way to treat a lady! Right now there are over twenty volunteer workers, and with the help of a massive crane to lift the engine, are putting #3 back together. Once ready, which hopefully will be sometime this year, we will finally see steam coming out of her stack. But that will take another \$20,000 to get the engine back on track. Mr. Baughman whose heading the project is confident that the money will be coming to the Hocking Valley Railroad and is very happy to have the engine back, and is doing all he can to promote the return of the No.3.

TENNESSEE – CHATTANOOGA: Just a few weeks ago, the Tennessee Valley shops performed a static steam test on ex Southern #4501, and she passed the test, and got her FRA Certification, which is good news indeed. The former Southern 2-8-2 Mikado was built by Baldwin Locomotive Works in 1911. Right now T.V.R.M.S's personnel have completed the fabrication and installing all of the piping that goes under the jacket plus all the external steam and water piping. All that is lacking for their steam test is completing the installation of a new throttle, closure of the steam dome, and connecting the branch lines to the tender (all this work has been completed and is working fine), right now the crew is applying lagging and a jacket. Next comes the installation of the air brake system, brake rigging, rods and valve gear. The crosshead, guides, pistons and piston rods are currently at one of the machine shops being reworked there is no set date at which the locomotive might be ready. The crew feels confident that she will run sometime this year, and maybe in time for the upcoming 50th anniversary of steam trips that ran on the Southern Railroad return to steam back in the late sixties.

Once again it's time to thank the following people for their contribution to this column John Bein (Dayton R.R. Society), Peter Chapman (United Kingdom), Warren Smith (Albuquerque, N.M.), Richard Taylor (Kearney N.J.) and from your most humble servant in Steam.

UNTIL OUR TRACKS CROSS AGAIN

MTA Announces New President at the LIRR

Metropolitan Transportation Authority (MTA) Chairman and CEO Thomas F. Prendergast today announced the appointment of Patrick A. Nowakowski as the next president of MTA Long Island Rail Road.

Nowakowski is a career railroad professional with broad experience in operations, engineering, infrastructure and planning. For the past five years he has served as Executive Director of the Dulles Corridor Metrorail Project, which is building a 23-mile rail line to connect with the Washington, D.C. Metro system. He previously served more than 27 years with the Southeastern Pennsylvania Transportation Authority (SEPTA), including seven years as Assistant General Manager of Operations.

“Pat Nowakowski is a railroad expert with a rare mix of skills and a long career of accomplishments, and I am pleased to welcome him to the Long Island Rail Road,” Prendergast said. “Our customers have high expectations for safe and reliable service, and events last year throughout the MTA family have shown why we must always stay focused on the basics of how best to provide that service.”

Nowakowski began his career in 1975 at the freight railroad that would become Conrail, designing track layouts as a civil engineer. He joined SEPTA in 1981 as a senior civil engineer, where he developed a five-year capital plan for its rails and roadbed, and advanced through a series of positions with increasing responsibilities for delivering service, maintaining equipment and managing infrastructure. Nowakowski earned a bachelor's degree in engineering from the University of Delaware and a master's in business administration from Drexel University. He still holds a professional engineer license from Pennsylvania.

“As a former president of the LIRR, I know firsthand the railroad's proud history and vital role in ensuring's Long Island economic growth and quality of life,” Prendergast said. “In the coming years, the LIRR must successfully complete the Double Track project along the Ronkonkoma Branch, harden its infrastructure against the threat of future storms, and prepare for East Side Access to revolutionize service. Pat's strong background in railroad operations will serve the LIRR well, and I trust Pat to enhance the railroad's operational excellence and emphasize safety and reliability as it confronts new challenges in the coming years.”

“The Long Island Rail Road is a public transportation resource like no other, and I am deeply honored that Tom Prendergast has entrusted me to lead it,” Nowakowski said. “Long Island relies on the LIRR, and Tom has made clear that my job is to make sure the railroad lives up to high expectations every single day, while also planning its future growth to improve the service we provide to Long Islanders. It's a tall order, and I look forward to working with the LIRR's customers, employees and other stakeholders to ensure the railroad achieves its goals.”

Nowakowski replaces Helena Williams, who served as LIRR president for almost seven years, making her the railroad's longest-serving president in decades. A lawyer with deep experience in government and transportation, Williams had previously served 13 years in other MTA positions, including five years as president of MTA Long Island Bus. At the LIRR, Williams improved the railroad's customer communications, oversaw major capital improvements along branches and at terminals, and planned for new service growth while shrinking costs. She was the first woman to serve as the president of an MTA agency, the first woman to run the LIRR, and the first woman to run the MTA when she served as the agency's Interim Executive Director and CEO in 2009.

“It's been a privilege to have served as LIRR President,” Williams said. “My focus always has been on providing safe, secure and reliable train service to our customers and I believe we achieved those goals while improving customer communications and strengthening our relationships with the many communities we serve throughout Long Island. I am deeply grateful to the men and women of the LIRR and to my leadership team who have worked tirelessly to meet the needs of our customers and help modernize the LIRR's operations.”

MTA Announces New President at the LIRR...continued

"I want to thank Helena for her long and successful service to the MTA, to Long Island and to everyone in the New York metropolitan region," Prendergast said. "Helena's tireless work to improve the LIRR's operations, communications and community relations has not just made the railroad better for LIRR customers, but has improved the economy and the quality of life for everyone on Long Island."

The LIRR carried 83.4 million riders last year. The oldest American railroad still operating under its original name, the LIRR has more than 700 miles of track and 124 stations on 11 different branches stretching from Penn Station to Montauk, approximately 120 miles away.



A four-day festival for lovers of streamlined locomotives of the 1930s through the 1950s. These engines will be gathered around the 37-stall Bob Julian Roundhouse for daytime portraits, special operations, nighttime photos and much more. Primarily a photography event, "Streamliners at Spencer" will surely be a rail fan's delight.

For details on this exciting event and more, please visit the website at:

[http://nctrans.org/Events/Streamliners-at-Spencer-\(1\).aspx](http://nctrans.org/Events/Streamliners-at-Spencer-(1).aspx)

Confirmed Attending Locomotives

(Updated 05-02-14)1. Atlantic Coastline E3 No. 501	2. Southern Railway FP7 No. 6133
3. Southern Railway E8 No. 6900	4. Norfolk Southern F9 No. 4270
5. Norfolk Southern F9 No. 4271	6. Juniata Terminal Co. E8 No. 5711
7. Juniata Terminal Co. E8 No. 5809	8. Lackawanna No. 663
9. Lackawanna No. 664	10. New Haven No. 2019
11. Wabash No. 1189	12. Canadian National No. 6789
13. Soo Line No. 2500-A	14. Reading F7 No. 284
15. Pan Am Railway No. 1	16. Wabash No. 1009
17. Iowa Pacific No. 515	18. B&O No. 722
19. C&O No. 8016	20. Class J 611 Steam Locomotive
21. Union Pacific No. 949	22. Chicago & North Western No. 411
23. Burlington Route E5 No. 9911a	24. Nickel Plate Road #190
25. Erie E8 No. #833	

SPENCER SHOPS THE NORTH CAROLINA TRANSPORTATION MUSEUM

Edward M. Koehler Jr.

During the late 1990's and up until 2008 I had a number of family members living in the Charlotte, North Carolina area and I drove down to visit them several times from Long Island. Along the way were the former Spencer, North Carolina Shops of the Southern Railroad located adjacent to Interstate 85. With the streamliner event coming up on May 29-June 1, 2014 let me share some thoughts . . .

When the Southern Railroad was formed its mainline connected Washington D.C. with Atlanta, Georgia. Halfway along this route the railroad established their main shop facility in the little village of Spencer, North Carolina; about an hours travel north of Charlotte.

The former maintenance shop of the Southern Railroad that was acquired by the State of North Carolina; it was re-opened as the North Carolina Transportation Museum in 1977. The former flue shop and roundhouse now serve as exhibit buildings with the former chief mechanics office building for a gift shop and additional exhibits. Since I was last there the huge erecting shop has been restored as additional exhibition space; among the exhibits in this building is a complete DC-3 aircraft!

Let's take a look at some of the buildings and exhibits at this interesting facility.



(Left) A portion of the roundhouse; it is intended to display the streamlined equipment around this turntable.

(Right) One of the exhibits inside the roundhouse is Piedmont and Northern boxcab electric 5103 (General Electric 4653 of 12/1913) which was donated to the museum in 1996 by the Atlanta Chapter, NRHS. This B-B trucked boxcab could never be considered streamlined, but the former Southern 6900L behind it is a different story.



(Left) Streamlined resplendence in purple and gray with dulux gold separation stripes is the former Atlantic Coast Lines 501 (Electromotive Division 959 of 11/1939). Retired circa 1980, this locomotive spent almost twenty years in storage in the Denver, Colorado area before coming to Spencer in 1999.

SPENCER SHOPS...CONTINUED

(Right) Train rides are offered on the museum grounds, one of the locomotives used is the former Graham County Railroad 1925, a three truck Shay (Lima Locomotive Works 3256 of 2/1925). Diesel locomotives such as the former Norfolk and Western GP-9 number 620 (Electromotive Division 24772 of 10/1958) are also used. The coaches are former Reading Company commuter cars.



(Left) Locomotives are not the only exhibits; there are airplanes, automobiles, trucks, fire fighting equipment, and railroad cars. Among the railroad cars is this former Pullman troop sleeper which was built by the Pullman Company (Lot 6704, cars 7000 to 8199, circa 10/1945). It was later used by the current Norfolk Southern to house roadway maintenance crews.

(Right) The Carolina, Clinchfield and Ohio is better known by its middle name of Clinchfield. Now a part of the giant CSX Transportation system it once built its own cabooses in its Erwin, Tennessee Shops. This is the 1048 from 6/1923.



(Left) And finally, another streamliner! This is FP7 number 6133 (Electromotive Division 11510 of 4/1950) which was built for the Cincinnati, New Orleans, Texas, and Pacific Railway (a Southern Railway subsidiary) and was acquired by the museum during 1980. It is seen here riding the Spencer turntable in March 2008.

Want to go? Even if the streamliner festival is over it Spencer is worth a visit. Just take Interstate 95 south to Richmond, Virginia and bear right onto Interstate 85 south, exit at Spencer, North Carolina. This trip takes about ten hours in each direction. I hope you enjoyed this little visit.

Material Credits:

Extra 2200 South (magazine); Railfax (original); Cincinnati, Ohio; Various dates

Extra 2200 South (magazine); Iron Horse Publishers (successor); Blaine, Washington; Various dates

Fetters, Thomas T.; and Swanson, Peter W., Jr.: **Piedmont and Northern – The Great Electric System of the South**; Golden West Books; San Marino, California; 1974.

McQuigg, Jackson: **History on Steel Wheels – Trains of the North Carolina Transportation Museum**; North Carolina Transportation History Corporation; Spencer, North Carolina; 1996.

Prince, Richard E.: **Atlantic Coast Line – Steam Locomotives, Ships, and History**; Indiana University Press; Indianapolis and Bloomington, Indiana; 2000.

Prince, Richard E.: **Seaboard Air Line Railway – Steam Boats, Locomotives, and History**; Indiana University Press; Indianapolis and Bloomington, Indiana; 2000.

The Short Line (magazine); G.M. McDonald (original); Pleasant Garden, North Carolina; Various dates

Long Island Sunrise Trail Chapter
National Railway Historical Society
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LIRR 180th Birthday at Mineola, April 24, 2014.....Far left David Morrison, 2nd from left, Stephen Quigley; Holding the Dashing Dan sign is LIRR Commuter Council President Mark Epstein and next to him, LIRR President Helena E. Williams.

Photo Credit: John Spoltore, LIRR, Mgr Education Program Development