



# SEMAPHORE



## September 2014

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

### THIS MONTH:

As we return from summer, Mike Boland has put together a fascinating and colorful show on the Long Island Rail Road. Entitled "The LIRR from 1945 to 1970...25 Years of Tumult and Change," this two Carousel show will focus on what happened to the railroad over this 25 year period. It was a time of transition and change from the end of World War Two through bankruptcy, reorganization and a plethora of other events that affected the railroad in one way or another. While not being totally inclusive, this show will be both informative and entertaining, featuring the slide photography of a number of well-known LIRR photographers who are members of our chapter and some who are not. It promises to be a great evening!

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**For regular updates and other important information,**

**visit the Chapter website at:**

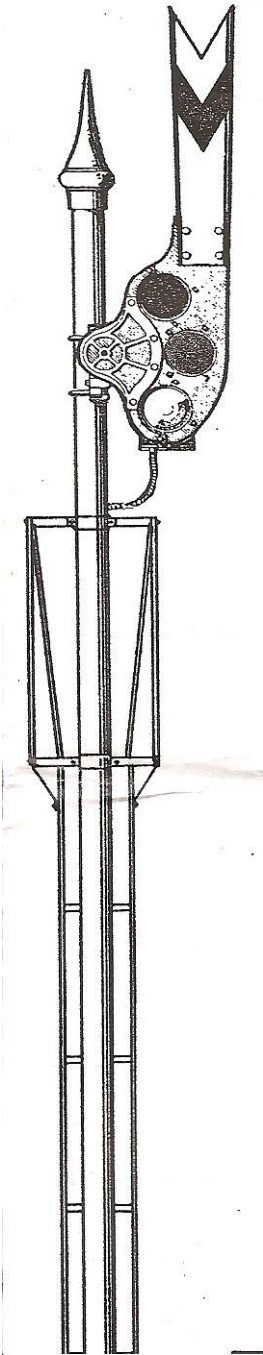
**<http://www.nrhs-list.org>**

**The Chapter mailing address is:**

**LIST—NRHS**

**P O Box 507**

**Babylon, New York 11702-0507**



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





The following price list is for LIST members only!



# _____	2015 LIRR Calendar	@\$8 each Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each Total _____
# _____	Jamaica 100 <sup>th</sup> 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 <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 _____
# _____	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

Welcome back! I hope everyone's summer was enjoyable.

The elections were held at the June meeting of L.I.S.T. The following are the members of the board of LIST in alphabetical order...

Michael Boland, Robert Cecere, Kenneth Katta, Richard Schulman and George Wybenga.

Alan Mark-Treasurer

Robert Myers-Vice President

Stephen Quigley-President

Steven Rappaport - Secretary.

Ken Raffaele was elected as a new member of the board. Congratulations and welcome.

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 2015 LIRR calendars are IN STOCK and awaiting your order. As this is the 50<sup>th</sup> Anniversary of the 1965 NY World's Fair we decided to commemorate it by doing something different in the calendar. A couple of the calendar photos are not as crisp as we would want them to be. We selected the photos on their uniqueness and thus we used some photos from the past that are not perfect. We try to provide photos that appeal to a diverse group of people and thus select some unique shots. Enjoy the 2015 calendar! The cost to the Chapter was increased but we held the price to \$8 for Chapter members. Please see our order form in this edition of the Semaphore.

The Chapters newest book release, The Long Island Rail-Road Company, A History 1834-1965 should have been delivered to us by the time you read this. The 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. Please see the order form in this edition of the Semaphore. As usual, Chapter members will receive a substantial discount off the suggested retail price. Enjoy reading it and Congratulations to Bob on another excellent book!

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.

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](mailto:csquigley@optonline.net) and my telephone # is 631-487-4766.

## *THE LIRR MODELER by Mike Boland*

### *This Month's Feature:*

### **A BOOK REVIEW**

Well, it's been a fast-moving summer and I'm back. That's right. Me. No more "we." That's the big change for this year. Now I will express myself with the first person singular pronoun "I." So here we...er, I go.

This summer a few items of interest came out that I will talk about in future issues. These items include Rapido's MTA passenger cars that were used for a short time on the LIRR and wore LONG ISLAND lettering. The Atlas C420 Phase I diesel in the LIRR's MTA blue and yellow paint scheme also came out

and of course, Con-Cor had two runs of LIRR MP54s come out in the very popular gray and orange paint scheme with Dashing Dan on the cars. We'll cover these in the future.

And the big, but not surprising news was that Carstens Publications, publishers of Railroad Model Craftsman and Railfan & Railroad Magazines went out of business in late August. Well, there goes our subscription to RMC and our payment for our article on LIRR/PRR parlor cars that appear in last November's issue. We had heard for a while that Carstens was having money problems and when we just received our June issue of RMC about a week ago, I felt that they were sinking for sure. Perhaps some firm will pick up these two publications, since they were good ones and had been improving.

I'm going to do a book review this month; it's about a recent Kalmbach book called "Workshop Tips & Projects for Model Railroaders" and it's by Cody Grivno. Grivno, an associate editor at Model Railroad Magazine, has written a fine book priced at \$19.99 that will be of immense help to all since it provides modeling tips and techniques, many of which began in "Cody's Office." Cody covers everything from tools and adhesives, track and wiring, structures, locomotives and freight cars, scenery, painting and decaling with weathering as well. This book is 111 pages and profusely illustrated with color photos.

Cody covers everything and explains it all in simple terms since he's quite an expert. Many of the subjects and techniques he covers are only a page or two long. I highly recommend this book for all model railroaders...in all scales.

We'll return next month when we start our series on Con-Cor gray and orange MP54s. Until then, happy modeling!



## Stack Talk by Neil Moran

Nice to be back with you once again. I sincerely hope that you have been riding behind a steam locomotive during your summer vacation. Would there be anything else to do. Just kidding of course!!

MINNESOTA – Minneapolis: Staying in the British mindset for one more story, the friends of the 261 who are the operators of the Milwaukee Road 4-8-4 No. 261 are sponsoring a tour across the pond to England this month to tour Heritage Railways and ride behind some mainline steam locomotives. The tour is based in London, and will have four days of steam operations, plus a visit to the “Blue Bell” Heritage Railway. On Sept. 3<sup>rd</sup> participants will be riding a steam powered main line passenger train from Victoria Station to Weymouth, and returning to Waterloo Station then back to Wemouth so they can return to London. To save time by switching the engine around the train, there will be a locomotive at the head of the train, and another engine will be pushing. Sept. 4<sup>th</sup> will feature an organized tour to the Blue Bell Heritage railway, which has a collection of vintage steam locomotives of over 30 engines. They also operate an 11 mile line from East Grinstead to Sheffield Park. While at Sheffield Park, the group will tour the locomotives restoration shed. On Sept. 5<sup>th</sup> the group will board a train headed by the one surviving “Bulleid” 4-6-2 Pacific that will power this elite special train. As some of you might know, these locomotives were named after the former Southern Railway Chief Mechanical Engineer Oliver Bulleid, who was responsible for the many innovations during the steam era and who designed this large fleet of express locomotives. This special train will use the former London & South Western Railway to Salisbury and Exeter then, departing Exeter the train will travel over rare mileage branch line to Barstaple then back to Exeter. At Exeter, they will add another 4-6-2 Pacific for a double-headed run to Cornwall and Penzance. The train will layover for the weekend, and return to London on Sept. 8<sup>th</sup> behind double header Pacific’s and what a splendid way to end this trip across the pond. Cheers!!

OREGON – PORTLAND: Unfortunately, the former SP&S #700 excursion had to be canceled on September 10-12 due to insufficient ticket sales. However, on October 14<sup>th</sup> the SP&S #700 will be available for an afternoon and night photo season in the yard area around the engine house. There will be a number of light runbys, as well as the use of plenty of actors and props. So all is not lost!!

ALASKA – ANCHORAGE: Here is an update on steam engine #557 the 2-8-0 Consol. The rebuilding is coming along slowly with great care. As of now they are in the process of removing the interior component from the firebox which took longer than expected. Studs off the old staybolts from the backhead were also removed, along with the rear flue and crown sheets, and are now ready for inspection. Unfortunately, ultra sound measurements of the interior sheets has raised concerns and examinations have revealed corrosion problems. Also, cracks in the staybolt holes were found along with cracks in the corner between the rivet holes, where the sheet has been attached to the mud ring. New steel has been purchased, and fabrication of the replacement sheets are underway. Robert Franzen of Steam Services of America has built a 1800 pound Westinghouse compressor with newly manufactured pistons rods and many other details made necessary because the unit had been stored wet at some point in it’s past. Now, after several months of preparation, #557 was moved outside, so that the frame forward of the cylinder block could be straightened out. This locomotive returned to Alaska from Washington State nearly 50 years ago after she was retired by the Alaska Railroad. It was also the last team engine in service on this railroad, and was retired in 1962. The dedication of volunteers who show up week after week is the driving force which moves the #557 closer to their common goal of seeing her under steam again. To help meet the goal of \$950,000, the group needs, to raise an additional \$477,000. So please send them a contribution, and send it to this address – Alaska Community Foundation, 557 Fund 3201 C Street, Suite 110, Anchorage, Alaska, 99503. Thank You!



## Stack Talk...continued by Neil Moran

CALIFORNIA – WILLITS: After retired in storage for over 50 years, Rayonier #8 a 2-6-6-2T is finally going to its new home in Willits, California. She was built by the Baldwin Locomotive Works in November 1924, for the Bloddel Donovan Lumber Mill. Along with sister engine #9, locomotive #8 worked the wooded area in Bellingham, Washington till 1945. Locomotive #8 was eventually shipped to Rayonier Shalam Railroad operating near Sekin, Washington, and then in 1964 the #8 saw her last days under fire on the Challam Line. The locomotive was thankfully saved from the “torch” by Peter Replinger and Byron Cole of Shelton, Washington, when they spotted her sitting in the woods near Callam. The locomotive was then kept in storage at Sekin until 1973 when it was taken by barge to Shelton. Currently she is stored at Chehalis, Washington. Plans are now in motion to take it down to Willits, California. In fact, she was trucked down to Willits a short time ago. And now the process of rebuilding the #8 will soon take place.

WASHINGTON – SNOQUALMIE: Last month the Northwest Railway Museum brought out their steam engine a 0-4-0T former Santa Cruz Portland Cement # 2 built back in 1909. It was the first time the Northwest Railway Museum has operated a steam engine for over two decades. The engine was built in 1909 by H.R. Porter of Pittsburg, Pa. This also marks the celebration of the 125<sup>th</sup> anniversary of the first passenger train into Shoqualmie Falls. The locomotive arrived by truck after spending a weekend in Santa Cruz, California near its original home in Davensport, California. She was then lifted off the truck, and then was slowly pulled by a diesel engine to the Snoqualmie Station. The diminutive 0-4-0, I am happy to say is operational and in fine condition, and making a lot of people very happy.

OREGON – MEDFORD: A milestone was reached recently when a nine ton boiler was hoisted onto a geared steam engine that is being restored in Medford Railway Park. The former #4 locomotive has been under restoration by the Southern Oregon Railway Historical Society for the last 15 years. In addition, to the boiler, workers installed the cab to the seventy ton locomotive at the Park. With the major reassembly completed, the next step will involve rebuilding the appliances, piping and valves that will make the boiler functional. The Medro #4 is one of thirty three locomotives that were built by the Willamette Iron and Steel Company in Portland, Oregon. This engine is the only one of those type of left in Oregon. It was originally built for the Medford based Owens-Oregon Lumber Company. In its days in the sun, she transported lumber around the Butte Falls area. The Medco #4 was retired in 1959, and donated to the city. Years later, the city donated her to the Historical Society where restoration began. Since then, \$215,000 and 67.50 man hours have been pumped into her.

WISCONSIN – MILWAUKEE: On Saturday, September 27<sup>th</sup> the friends of the #261 will be sponsoring an excursion out of Minneapolis, and traveling over BNSF's ex Great Northern Hinkley Subdivision. The trips destination is the Lake Superior Railroad Museum in Duluth, Minnesota, home of several steam locomotives on display. Then on Sunday, September 28<sup>th</sup>, the #261 will depart Duluth for her return trip back to Minneapolis. The 4-8-4 was built in June of 1944 and is in fine shape, after her overhaul a few years ago.

Once again it's time to thank the people who took the time to send me the information you have just read. John Biehn (Cincinnati, Ohio), Richard Taylor (Kearney N.J.), and from your most humble servant in Steam.

UNTIL OUR TRACKS CROSS AGAIN



Long Island Sunrise Trail Chapter  
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*Welcome Back*  
*From your friends at*  
*LIST-NRHS*  
*We hope everyone had*  
*a great summer!*