



SEMAPHORE



December 2015

The next meeting of LIST will be on **Friday, December 18th at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, NY.

THIS MONTH:

Andy Sparberg will present "Before the Subways - New York's Elevated Trains." It covers the history of the two separate 19th century elevated systems that were built in New York – in Manhattan and Brooklyn. Originally steam powered, the lines were converted to electric power early in the 20th century. Some were rebuilt for inclusion into the subways; many others were razed between 1940 and 1973. The key point is that the 19th century New York elevated systems created travel patterns that are still important more than a century later

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

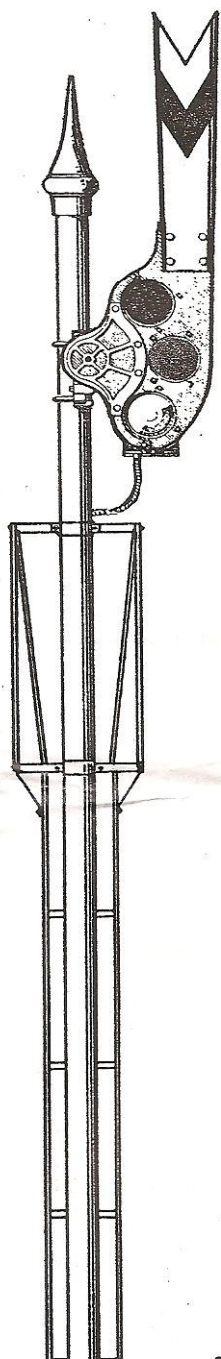
<http://www.nrhs-list.org>

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LIST—NRHS

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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!



# _____	2016 LIRR calendar	@\$8 each	Total _____
# _____	The LIRR Co. A Hist. 1834-1965 by Bob Sturm	@\$38 each	Total _____
# _____	From a Nickel to a Token by A. Sparberg	@ \$25 each	Total _____
# _____	Shortline RR's of LI by LIST	@\$27 each	Total _____
# _____	Steel Road Nostalgia, Vol. 1 the Northeast	@\$32 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	@\$3 each	Total _____
# _____	The Long Island Rail Road By David Keller & Steven Lynch	@\$18 each	Total _____
# _____	The LIRR Part Seven by V. Seyfried	@\$50 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 _____
# _____	100 th Anniversary Jamaica Station pin	@\$3 each	Total _____

Shipping for 1 of the books or calendar, \$3.50. 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]

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

Chapter member Gene Collora, has written a book titled "Steel Road Nostalgia, Volume 1: The Northeast." This book contains over 90 black + white images of northeast railroading from the 1950's to the 1970's. We have copies in stock for Chapter members and as usual, members will receive a discount off the retail price. The price is \$32 for Chapter members plus S + H. Please see the order form in this edition of the Semaphore.

Dues renewal was included in the November edition of the Semaphore. You all received a renewal notice from our Chapter and the annual Chapter dues will remain at \$15. We are no longer requiring you to be a member of the NRHS in order to be a member of LIST. The NRHS will be sending you separately a renewal notice and the NRHS renewal notice DOES NOT include LIST dues.

Our Treasurer, Alan Mark, would appreciate it if you sent back your renewal dues in a timely basis to him at the address noted on the dues renewal form.

Chapter member Walter Hilsenbeck is No. 1! Walter is number one in seniority of LIRR engineers. Walter has worked for the LIRR for 31 years and comes from a long line of relatives who were employed by the LIRR. His father was a Transportation Manager, his aunt a station agent in Bay Shore and then Babylon. [There is a Ron Ziel picture of Babylon station from years ago in which laundry is seen hanging on the 2nd floor porch that may have been his aunt's]

Congratulations to Walter and we wish him well and continued success in his career at the LIRR.

Our 2016 LIRR Calendar is in stock but believe it or not we have sold over 85% of the calendars by the beginning of December. We do not save them for anyone so if you want to buy one or two [or more] BUY THE CALENDAR NOW!

The NY Tax is on the shipping and handling for those members living in NY State.

PLEASE INCLUDE \$3.50 FOR SHIPPING IF YOU ARE ORDERING ONE CALENDAR AND \$5 IF YOU ARE ORDERING 2 -4 CALENDARS. 5 CALENDARS AND OVER, PLEASE CONTACT ME FOR SHIPPING COST.

As usual, we will not limit the amount of calendars that chapter members may purchase as we have found many people give them as gifts.

JUST A REMINDER, PLEASE INCLUDE THE SALES TAX IF YOU LIVE IN NEW YORK STATE. THE SALES TAX IS ON THE TOTAL OF THE MERCHADISE AND THE SHIPPING COST.

I would like to mention in the Semaphore all Chapter members who have written and published a book, If you have written a book whether or not it is on the LIRR, please send me the information and I will note it in the Semaphore.

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.

At our Chapter meetings each month, we used to have what we called an Extra Section. It took place after the guest presenter and it was anyone who wished to perform a brief slide or ? show for 5 or 10 minutes. I would like to reinstate the Extra Section so if you wish to bring a few slides or a short movie to show after the guest presenter, bring them down and be prepared to perform a brief presentation.

If you wish to write an article for the Semaphore, just let me know and I am sure that we will be able to print it [sooner or later]. My e mail address is csquigley@optonline.net and my telephone # is **631-487-4766**. Please email your articles.

THE LIRR MODELER by Mike Boland***This Month's Feature:******ATTENDING THE GARDEN STATE RAILROAD PROTOTYPE MODELERS MEET***

A recurring illness prevented me from attending this year's Railroad Prototype Modelers Conference held in Lisle, IL. this October 22nd through October 25th, just a short time ago. Their website indicated an exciting array of seminars, clinics and presentations. Too bad! However, I did have the opportunity to attend a new and different RPM Meet this past November. Held on the 15th of the month in Scotch Plains, N. J. the Garden State RPM Meet used the facilities of the Union County Vocational-Technical School and was a great event.

While I didn't have time to do any layout tours, I did partake in the many clinics offered that day by a host of fine clinicians. This fine event was put together quite well and I commend Ted and his great staff for a wonderful time. The vendors were wonderful, too; among them Ted Culotta of Speedwitch Media with his kits, parts, decals and books; John Greene of Bethlehem Car Works; JLL Models; Rocket Express; Funaro & Camerlengo and their resin kits and the Erie-Lackawanna Historical Society.

I purchased some decals and two PRR freight car kits I hope to assemble and write about soon; they were a X29D boxcar and a G22 gondola. In addition, there were a number of fantastic prizes raffled off and lots of snacks, drinks and pizza for lunch. John Greene, his friend and I opted to drive into town for a lunch of Chinese food and got back in plenty of time for the afternoon clinics.

Among the many interesting clinics offered were John Greene on building sleepers and coaches using BCW and Branchline parts; Jim Lincoln on adventures in Proto: 48 (scale O gauge); Jay Held with a potpourri of Erie-Lackawanna; Craig Bisgeier on building more interesting bridges; Steve Funaro on building C&O/B&O 1947 welded hoppers and Vince Lee with a most interesting clinic on the Erie Railroad's LCL freight operation in Manhattan and New York Harbor. In addition, Ray Rhodes (Mr. ATSF/BNSF himself!) put on two fine shows. I attended a walk-in clinic held by Ralph BeBlasi on weathering for beginners and without an airbrush.

All in all, this was a great RPM meet with some really outstanding models in HO scale. There were also some very beautiful buildings on display and on one table there were two fantastically-weathered O scale boxcars.

I took a lot of notes when it came to the weathering clinic and Ralph was kind enough to answer all my questions as well as others.

More about weathering with Ralph next time. Until then, Merry Christmas, Happy New Year and happy modeling from the LIRR Modeler!



BEDT #16 Improvements by Don Fisher

Brooklyn Eastern District Terminal #16, a 1923 H.K. Porter tank engine that worked the Brooklyn waterfront until 1963 has had its cosmetic restoration completed at Riverhead RMLI! Moved to the Museum in 1999, volunteers worked on the locomotive on and off for sixteen years.

The nimble switcher, the last steam locomotive to work on Long Island, now shines as it welcomes visitors to your Museum. BEDT #16 is the first locomotive they see as they drive north on Griffing Avenue!



The RMLI recognizes and thanks all of our many volunteers for the countless hours spent working on this restoration! THANK YOU ALL!

Additionally, the project could not have been accomplished without the generous financial support of our members and others in the community. Thanks go to Walter H. Milne for his generous bequest to the RMLI; to past 1st District Legislator, Edward Romaine who appropriated an initial \$5000.00 grant to the restoration in 2010; to the Long Island Sunrise Trail Chapter ~ NRHS for their generous



BEFORE



AFTER

donations; to the "Shipwrights" who fabricated and installed all of the new cab woodwork; and to Joey and Fred Schoenstein and Rich Clark of North Fork Welding & Supply Co. for the use and operation of their boom/crane truck.



Stack Talk by Neil Moran

CANADA – SARNIA: A key part of Canadian rail history is being repaired thanks to the dedication of a group of steam enthusiasts and the full support of the Sarnia City Council. The engine of course is the #6069 a 4-8-2 build by the Montreal Locomotive Works in 1944. It was one of a series of locomotives built for the Canadian National Railway. This series were numbered #6060 to #6079. Back then these Mountain Class engines represented state-of-the art steam locomotives efficiency and design, these locomotives were used during W.W. II. They had a very distinguished look because they were on piece cast iron frame, they had distinctive clean lines, flared stacks and cone shaped noses. They built those locomotives to look like they were flying. All were named “Bullet Nose Betty”. Efforts were bolstered by a \$5,000 grant from a very supportive council for a restoration project for #6060 and began working in 2010. The restoration included cleaning and sealing the cab interior, weather sealing boiler jacket and adding a rubberized coating to the boiler jacket. The headlight was removed then rebuilt and is now in working order. Next the interior of the engine will be addressed. The tender had work done on it and work was done on the water tank which will now be primed and painted. Money keeps coming in but not at the pace the crew would like, however they are a determined group and they can’t wait to see the #6069 under steam again.

CANADA – KAMLOOPS: We will now swing out west to Kamloops where I’m happy to report “The Spirit of Kamloops is back on track”. Locomotive #2141 a 2-8-0 Consol which was built in 1912 at the Kingston Shops in Ontario as a coal burning locomotive. She is one of a group of 25 engines (#2130-2154) who served on the Canadian Railroad pulling freight, passengers and was also used for mixed freight service. The locomotive was converted to an oil burner in 1948. The #2141 spent her last days working on Vancouver Island until the late 50s. Much later it was refurbished and ran out of Kamloops for a couple of years until it needing serious repairs in 2013 when it also failed the Transport Canada test. Repairs amounted to over \$400,000 and things looked pretty bad for the #2141, but some business people came riding to her rescue with some serious fund raising efforts by volunteers who have raised over \$250,000. During the past two years’ volunteers have put in over 6500 hours of work to get this “Lady back on track”

IOWA – BOONE: The Boone & Scenic Valley Railroad former Chinese Mikado 2-8-2 #8419 powered Saturday trips through the month of October to the delight of hundreds of rail fans in glorious fall weather. The Mikado sported a new Nathan chime brass whistle that was used quite often to the delight of the crew and passengers. The trips ran between Boone and Mason City on former Fort Dodge, Des Moines and Southern trackage. One of the highlights of these trips was going over the 156-foot-high trestle that spans the scenic Des Moines River Valley.

OHIO – CLEVELAND: The American Steam Railroad Preservation Society is making the official start of its capital campaign to rebuild Reading Company 4-8-4 #2100 after completing its cross county journey from Washington state. “After making a detailed inspection of the engine were ready to kick-off the fundraising and restoration phase of the fire up 2100” said President Steven Harvey. As part of fire up 2100 the organization has created the \$21.00 campaign where people can commit \$21.00 dollars per month to the project for one year. The rebuilding will cost \$700,000 with major phases dedicated to running gear repair, \$27,000 to appliance repairs and \$95,000 for boiler work. Upon returning #2100 to operable condition the group will run the locomotive in ex-running plus educational outreach programs. “The allure of a steam locomotive is demonstrated every year on the Cuyahoga Valley Railroad and having the 4-8-4 running excursions on that pike would be a Natural” said Ray Kammer Jr. Director of operations for the Cuyahoga Valley R.R. One final note, restoration work on the #2100 will take place at the Midwest Railway Preservation Society in Cleveland.

Stack Talk...continued by Neil Moran

MARYLAND – FROSTBURG: Men and Women (yes its true) are working on the #1309 a former Chesapeake & Ohio 2-6-2 type locomotive after more than a year of taking it apart and restoring it to running condition. This kind of project by crews from the Western Maryland Scenic Railroad and contractors means the locomotive is well on its way to a complete restoration. However, the full restoration has a ways to go. General Manager Mike Gresham has gotten very experienced personal from across the country to ensure success of the restoration of the #1309. The project looks like it will be completed on time to the highest quality. Scott Lindsay Master Mechanic is doing the ultrasonic testing of the boiler and driving axels. Testing should be completed by the time you read this article. The locomotive has seamless tubes and flues installed from Robert Fanszen's Steam Services Corporation of America. Mr. Franzen is also being used in an advisory capacity on critical issues such as boiler and stay bolt conditions. Michael Manwiller of the Heber Valley Railroad has agreed to rebuild the air pumps and safety valves. The Strasburg Railroad is also getting into the act by agreeing to turn the #1309's wheels on their wheel lathe. What coordination by fellow rail roaders! The greatest challenge is simply the scale of the project. The locomotive will require 300 new tubes and flues and more than 200 new flexibles stay bolts and twelve driving wheels to be turned on a wheel lathe, two full sets of running gear refurbished, a dozen major appliances such as pumps, injectors, dynamo and other accessories of the project that need to be addressed. While most of these are well within the capabilities of the Western Maryland Shop, the railroad has elected to work with outside contractors to help ensure the timely completion of the locomotive. Here is some news for us rail fans, the Western Maryland R.R. is working with a tour company to bring a private charter train of privately owned railroad cars to operate behind the #1309 by May of 2016. So hope springs eternal!

MARYLAND – BALTIMORE: The B&O Railroad Museum is very proud of the completion of a steam engine restoration project. The locomotive is #600 "J.C. Davis" that is one of Americas rarest steam engine to be restored which was damaged in the 2003 round house collapse. The #600 was designed by John C. Davis who was at the time the B&O Master of Machinery that was built at the historic Mount Clare Shops. This powerful locomotive type with two leading wheels and six driving wheels and no trailing wheels was known as the "Mogul". Originally these types of locomotives were designed for freight service, however Mr. Davis also decided to use these versatile locomotives for passenger service. The B&O Museum displayed the #600 as a "State of the Art" steam engine in Philadelphia during the Centenary Exhibition in 1876. It won first prize for its attractive design and color scheme. This "Lady" served the railroad till 1893 when it became part of the historic collection of the B&O Railroad. She was named J.C. Davis for its design in 1927 during the railroads 100 Anniversary Celebration also known as the "Fair of the Iron Horse". No. 600 has been meticulously restored to its original appearance by the restoration staff of the B&O Railroad Museum and is the only locomotive of its type in existence.

Now it's time to thank all the people who send me the news you just read about John Biehn (Dayton Ohio Railroad Society), Peter Chatman (London, England), Richard Taylor (New York Railroad Enthusiast) and from your humblest servant in Steam! And remember Steam Never Dies!

UNTIL OUR TRACKS CROSS AGAIN



NYC Transit Museum Operates Historic Trains and Buses



MTA New York City Transit and the New York Transit Museum are putting extra magic on the tracks with the Metropolitan Transportation Authority's annual holiday tradition of rides to the past via its vintage fleet of buses and subway trains – and the chance for transit fans to buy museum merchandise at a special station pop-up shop.

The holiday nostalgia fleet includes subway cars from the 1930s and buses from the late 1940s to the 1980s. The New York Transit Museum typically displays these vehicles during special events at the museum or around the city, but are offering these holiday nostalgia rides to the public for a limited time with the swipe of a MetroCard. Some vintage buses also will be on display at Union Square, Herald Square and at the Circle Line Terminal.

For four consecutive Sundays in December, subway customers can catch the “Shoppers Special,” a train consisting of eight cars from the 1930s that ran along the lettered lines until the late 1970s. The cars, which were ordered for the Independent Subway System (IND), were the first subway cars to be identified by their contract numbers, hence the R1/9 designations. R1/9 cars, known as “City-Cars,” have rattan seats, ceiling fans, incandescent light bulbs, and roll signs for passenger information. Their design of more doors that were also wider and faster, plus increased standing capacity to accommodate crowds, served as the model of modern subway cars, and their dimensions are identical to the latest R160 cars. They were retired from service in 1977.

“For all intents and purposes, this was the first modern subway car and today’s subway fleets owe a lot to the design,” said Joe Leader, Senior Vice President of Subways. “They were basic, durable and offered the expected levels of customer comfort for decades after they were introduced into service. We continue to build upon this strong foundation with each new car design.”

The “Shoppers Special” will run from 10 a.m. to 5 p.m. on December 6, 13, 20, and 27, making local stops on the 6 Av Line from Queens Plaza to 2 Av. The first run of the day departs from 2 Av, where a special museum pop-up shop will be open every Sunday during the holiday nostalgia rides.

MTA NYC Transit is also putting a fleet of vintage buses on the M42 route for weekday daytime service between November 30 and December 18. The buses, which will operate between 9 a.m. and 5 p.m., will only be available weather permitting. The vintage fleet will not operate in rainy, snowy or icy conditions.

This year’s holiday nostalgia buses were manufactured by General Motors, Mack and Flexible, three major firms that no longer manufacture buses.

“Seeing these vintage buses in service again is always a nostalgic event for many New Yorkers. My father and I drove some of these buses, which makes this an especially personal event for me,” said Darryl Irick, President of MTA Bus Company and Senior Vice President New York City Transit Department of Buses. “Each holiday season we offer a look back into the past with a holiday ride across 42nd Street.”



Photo: New York Transit Museum

GET YOUR HOLIDAYS ROLLING!
Take a historic ride on a vintage subway or bus*.



Photo: Andrew Grahl

NYC Transit Museum Operates Historic Trains and Buses

Vintage Fleet Highlights:

Subway Car No. 100: Manufactured by American Car & Foundry, this R1-type car was the first car in the initial order of 300 placed in service for the opening of the IND subway.

Subway Car No. 484: Part of a 500-car order of R4 cars manufactured by American Car & Foundry. In 1946, this car received a retrofit of bulls-eye lighting and a public address system.

Subway Car No. 1575: Originally manufactured as an R7, this car was sent to the American Car & Foundry factory and rebuilt as prototype of the next generation R10 subway car.

Subway Car No. 6095: In 1925, the Brooklyn-Manhattan Transit Corporation (BMT) introduced a three-car articulated unit called the D-Type Triplex. The design meant passengers could walk from one car to another in the unit through an enclosed passageway. They carried more passengers and had fewer moving parts, making them efficient and easier to maintain.

Bus No. 2969: Manufactured by General Motors, this model TDH 5101 was specifically designed in 1949 for New York City. It features a double-width front door to expedite the loading and unloading of customers. This bus is known as the Jackie Gleason bus, as it is similar in style to the bus operated by Gleason's character, Ralph Kramden, on the television show "The Honeymooners."

Bus No. 3100: Manufactured by General Motors in 1956, this model TDH 5106 was the first air-conditioned transit bus to operate in New York City. It had push-type rear exit doors, wrap-around rear soft seating, fluorescent lighting, and the air-ride suspension that is the standard on modern transit buses.

Bus No. 6259: Manufactured by Mack Truck and Bus Company, model C49DT arrived to the fleet in 1956 and was in operation until 1969 in Staten Island and Brooklyn routes. The "DT" in the model number stands for "Diesel Transit." This model was delivered with cushioned seating but converted to hard plastic in the 1960s because of vandalism.

Bus No. 9098: Manufactured by General Motors, this model TDH 5106 introduced the two-tone green color scheme of this era's standard and was the first New York City bus equipped with sliding windows. These buses were the last order of "Old Look" style buses from GM for New York City Transit.

NEW YORK TRANSIT MUSEUM

You can also catch the
**Transit Museum's
Holiday Train Show**
at Grand Central Terminal
Through February 21, 2016
Visit the **Transit Museum in Brooklyn Heights**
To see vintage trains all year long.



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*MERRY CHRISTMAS,
HAPPY CHANUKAH
AND HAPPY
HOLIDAYS TO ALL!
From LIST-NRHS*