



SEMAPHORE



October 2016

The next meeting of LIST will be on **Friday, October 21st at 8:00pm**

THE OCTOBER CHAPTER MEETING WILL TAKE PLACE AT OLD TOWN HALL IN BABYLON VILLAGE. The address is 47 West Main Street. Parking is at the rear of Old Town Hall as well as across the street in the closed movie theater parking lot.

THIS MONTH:

The Guest presenter at the October meeting will be a Senior Executive of the LIRR. The topic will be current and future plans and capital plans of the LIRR. East Side Access, the Third Track between Floral Park and Hicksville as well as the Second Track between Ronkonkoma and Farmingdale will be some of the topics mentioned. All are welcome to attend!

IN THIS ISSUE:

| | |
|------------|-------------------------------|
| Page 2 | LIST Order Form |
| Page 3 | LIST Happenings |
| Page 4 | LIRR News |
| Page 5 | Long Island Rail Road Modeler |
| Page 6 & 7 | Stack Talk |

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

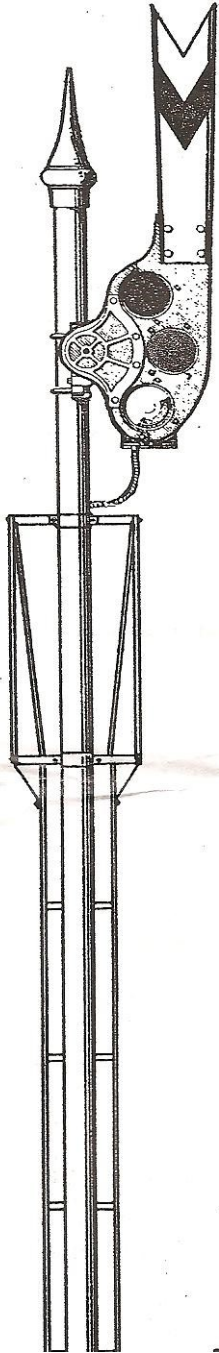
LIST-NRHS.org

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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!



| | | | |
|---------|---|-------------|-------------|
| # _____ | 2017 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 _____ |
| # _____ | Steel Road Nostalgia, Vol.2 the Northeast | @\$32 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 LIRR, In Color Power 1952-2015 | @\$48 each | Total _____ |
| # _____ | The Cast Iron Eagles of Grand Central | @\$3 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 _____ |

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

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

As this is the 50th Anniversary of the L.I. S. T., we are having a special guest presenter at the October Chapter meeting. IF YOU ARE INTERESTED IN THE CURRENT AND FUTURE PLANS OF THE LIRR YOU SHOULD ATTEND THIS MEETING!

The presenter will be a Senior Executive of the LIRR. The topic will be the future capital plans of the LIRR. East Side Access, the Second Track between Ronkonkoma and Farmingdale as well as the Third Track between Hicksville and Floral Park will be discussed. ALL ARE WELCOME! Bring your fellow fans of the LIRR and hear what will be a very informative presentation.

The New York Transit Museum has a panel discussion on October 25th with the topic titled "Examine the Legacy and Future of Penn Station." The discussion will take place at the Transit Museum in downtown Brooklyn with a \$10 fee and is Free for Museum members.

As 2016 marks the 50th anniversary of the completion of Penn Station's demolition, the conversation is a panel discussion with artists, historians and urbanists which will center around Penn Station's disappearance from the landscape of New York and examine the ways that its loss continues to resonate. Please see the Transit Museum's web site for additional information.

THE 2017 LIRR CALENDARS HAVE BEEN PRINTED AND ARE AVAILABLE! Please see the order form in this edition in the Semaphore. As usual, members receive a discount off the retail price. We do not have a particular theme for the calendar and the photos depict the people, places and things of the LIRR. We do not focus on one particular aspect of the LIRR as the LIRR is made up of most of all, the people who work on the LIRR and the people who use it, such as I!

Chapter member Bob Sturm has written a book titled "SS United States The view from down below." It is an insider's view of the history, construction, operation and secrets of the transatlantic cruise liner, the SS United States. If you are interested in purchasing a copy, please e mail or call me and I will put you in touch with the author.

Chapter member Dave Morrison has written a book on Sunnyside Yard and the Hell Gate Bridge. The book should be available the beginning of December. Dave will be the presenter at the December meeting of the Chapter and will have his book available for a book signing.

Chapter member Art Erdman has written another book on the LIRR. It is titled "Long Island Rail Road Power In Color 1952 to 2015." As usual, Chapter members receive a discount off the retail price. Please see the order form in this edition of the Semaphore.

We are looking for photos of the LIRR from any era to be placed on our website. We now have the capability to have your photos on our website which is LIST-NRHS.org. WE WANT YOUR PHOTOS TODAY so send them to me and I will have them placed on our website. However, the photos are to be sent to me by email so if you have prints or slides, have them scanned so they can be sent to me by e mail. You will be given appropriate credit.

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 [sooner or later]. My e mail address is csquigley@optonline.net and my telephone # is 631-487-4766. Please email your articles.



\$1.6 Billion New Train Station for New York

In January 2016, Empire State Development, the New York MTA, Long Island Rail Road and Amtrak issued an RFP soliciting proposals for the comprehensive redevelopment of the historic midtown Farley Building, including a Train Hall and the surrounding office and retail space. The winners have now been announced.

Related, Vornado, and Skanska have all provided guarantees to complete the \$1.595 billion project on time and, as part of the agreement, will pay the state a total of approximately \$600 million in recognition to the value of the development opportunity within the Farley Building. The remainder of the project will be supported by \$570 million from Empire State Development and \$425 million from a combination of Amtrak, LIRR, Port Authority and federal government sources.

The Moynihan Train Hall will include shops and restaurants located under a new skylight on the building's historic and architecturally dramatic steel trusses. The building will increase floor space 50% from Penn Station, and service riders on the LIRR, Amtrak and eventually accommodate passengers from Metro-North. A total of nine platforms and 17 tracks will be accessible from the Train Hall.

In addition to the Train Hall, RVS will redevelop the entire Farley Post Office Building to include approximately 700,000 square feet of office and retail space which will result in the creation of thousands of new construction and permanent jobs. Pre-construction work will begin this fall, with the new Train Hall expected to be completed by December 2020.

The project will use union labor and has committed to fully meet Governor Cuomo's goal of 30% of the work completed by Minority and Women-Owned Business Enterprises.

The Governor also announced that the MTA will at the same time initiate the comprehensive redesign of the LIRR's existing 33rd Street concourse at Penn Station and an extensive renovation to the adjacent Seventh and Eighth Avenue subway stations. Construction on the LIRR concourse and the subway stations will conclude by or before completion of the work on the Farley Train Hall. The redesign will include nearly tripling the width of the existing corridor, which will significantly decrease congestion and result in notably higher ceilings – providing bright lighting, new way-finding, ticketing and informational systems.

“New York's tomorrow depends on what we do today, and the new Moynihan Train Hall will be a world-class 21st century transportation hub,” said Governor Cuomo. “With more than twice the passengers of all JFK, LaGuardia, and Newark airports combined, the current Penn Station is overcrowded, decrepit, and claustrophobic. The Moynihan Train Hall will have more space than Grand Central's main concourse, housing both Amtrak and LIRR ticketing and waiting areas, along with state-of-the-art security features, a modern, digital passenger experience, and a host of dining and retail options. This is not a plan – this is what's going to happen. People are going to walk through this station and recognize that this is New York.”



Long Island Rail Road

THE LIRR MODELER by Mike Boland

This Month's Feature:

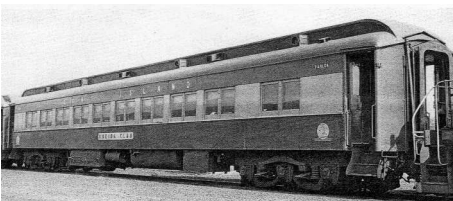
***A HEAVYWEIGHT PARLOR-LOUNGE CAR YOU CAN MODEL:
LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 3***

Before I start to model this car, let me give you a history and background of this very interesting heavyweight car. ONEIDA CLUB (#2036) was a Pennsylvania Railroad parlor-lounge car originally named WESTDALE, a Plan 2917B car. This car was originally part of a six-car lot of 32 parlor chair-1 drawing room cars that was built in June 1916 by the Pullman Company. This was a time of rounded-end sills; the famous pedimented roof, a Pullman car signature, did not appear until almost a decade later. In addition to WESTDALE, there were KINGSTON, LARCHMONT, SIMBURY, SOUTHPORT and WATERVILLE. These six cars were originally assigned to the New Haven Railroad and its crack "Merchants Limited." Between March and May of 1933 the cars were rebuilt to Plan 2917B, a 20-parlor chair-buffet-lounge cars. The cars were also given an ice air-conditioning system along with the A/C duct on one side of the roof running the full length of the car. Originally these cars had four electric fans and cinder fins on the windows. Four of the cars were sold to the New York Central in 1942 and became coach-buffet cars. SOUTHPORT stayed with the New Haven and was leased from Pullman in December 1945 after the Pullman breakup ordered by the U. S. Government. The cars were sold to individual railroads and then leased back to Pullman for operation.

When purchased by the PRR from Pullman WESTDALE kept its name. Pullman parlor cars all had names and not numbers like their sleeping cars and the PRR added numbers to their purchased cars in the 1950s. Parlor car numbers for PRR parlors were assigned 7000 through 7125. WESTDALE was assigned number 7052. The name WESTDALE stayed at the center of the car, below the window line. When the PRR added numbers to its former Pullman fleet, it added their numbers at each end of the car by the vestibule. Interestingly enough, the car numbers were slightly higher in the placement on the car sides than the car name. These cars wore standard the PRR paint scheme and lettering. PENNSYLVANIA replaced PULLMAN above the windows on the car letterboard in 1947. The roof and underbody were black with the carbody painted the familiar PRR Tuscan Red with gold lettering. All the other cars numbered after it were all 28-1 parlors, 26-1 parlors and the last car was parlor observation QUEEN MARY, #7125. WESTDALE operated on the PRR until October 1956 when it came off lease. After 1956 its operation is not known; was WESTDALE placed into storage? For how long? "Borrowed" or leased, it was used by the LIRR for its growing parlor service to the Hamptons and Montauk. When did this happen? Was it sometime after 1956? The PRR dumped its fleet of "ice" A/C parlors in 1961 so did WESTDALE come to the LIRR then? It was purchased by the LIRR in 1962 and repainted as one of the "Blue-ribbon Fleet" of parlor cars. The car was in service until October 1968 when many of the heavyweight parlor cars were scrapped.

More on this unusual car
next time.

Until then, happy modeling!



Gene Collora photo published in "The Route of the Weekend Chief", Autumn 1995 issue of The Keystone / Scan by Jack Deasy



ONEIDA CLUB laying up at station platform at Montauk, NY in 1969

Jules P. Krzenski photo, Dave Keller archive

Stack Talk by Neil Moran

Fall is officially here and that means steam excursions are on the move. So there will be plenty to write about in this month's column. But first let's go "across the pond" for their news about steam locomotives.

WASHINGTON – SNOQUALMIE: The Emery Rail Heritage Trust has awarded its second grant to supporting former Northern Pacific Railway steam locomotive #924's habitation. The machine grant will support fabrication of the fuel bunker, new bearing materials for the running gear and a new white oak pilot beam. No. 924 in a class L5 0-6-0 switcher was built in 1899 which is currently under restoration at the Conservation and Restoration Center in Snoqualmie, Washington where the museums full time and volunteer staff are hard at work working side by side. This engine is an excellent example of a switching locomotive being put back together which was built in 1899. The Rogers Works became famous for their innovative work on steam locomotives in the early years of the nineteenth century.

OREGON – PORTLAND: The Pacific Railroad Preservation Association's 700 support team of volunteers are working hard to rebuild the 4-8-4 #700 at Oregon Rail Heritage Center in Portland. Volunteers are making good progress in preparing the engine for its FRA 1472 inspection. As of now all the jacketing and lagging has been removed from the boiler. The steam dome and the hatch over the super heater head and throttle have also been removed so the areas for ultrasound measurement can begin as well as other work to the engine which includes cleaning of the smoke box and firebox and removing all super heaters along with some tubes and all firebrick. Everything removed from the boiler will be inspected and rebuilt. The group has launched the first of several fundraising campaigns for the 1472 days of inspection.

NEVADA – ELY: Locomotive #81 is a 1917 Baldwin built 2-8-0 Consol which was purchased new by the Nevada Northern Railway to serve as mainline freight locomotive from East Ely to Cobra where the Nevada Northern interchanged with the Southern Pacific Railroad. Unfortunately, when diesels arrived, locomotives #81 and #93 were kept as backup power. Then in 1960 both were donated to the White Pine Public Museum for outdoor display. Now we all know what happens to locomotives when there put on display outside. You might as well place a sign of "Rust in Peace". But riding to the rescue the Nevada Northern repurchased the locomotives and returned them to full service. Amen! The current plan is to do a "from the ground up" restoration on locomotive #81, when that engine is up and running, then #93 will be restored.

MINNESOTA – MINNEAPOLIS: This coming Fall the friends of the 261's in cooperation with the Twin Cities and Western Railroad and its subsidiary Minnesota Prairie Line will operate a steam excursion featuring the Milwaukee Road 4-8-4 #261. These trips will originate out of Chanhassen and Minneapolis Junction. The first trip on October 7th is a dinner train that will go to Chanhassen and return. On October 8th the excursion will include a rare mileage trip out of Minneapolis Junction and head west towards Glencove on the route of the Milwaukee Road Famed Olympian. This line has not seen regular scheduled passenger trains since 1960. Then on October 9th that excursion will include a rare mileage trip over the Minnesota Prairie, a former Minneapolis and St. Louis track that has not seen a regular scheduled train since 1969. This trip will run out of Minneapolis Junction to Gibbon or Winthrop depending upon time available. And here's a rare treat today, all excursions will have photo runbys so rail fans can capture the 261 in action.

Stack Talk...continued by Neil Moran

MICHIGAN – HOWELL. The Per Marquette Berkshire type 2-8-2 #1225 is celebrating her 75th birthday this year and what a celebration it is going to be when she comes into Howell, Michigan's annual Melon Festival over the weekend of August 20-21st. The Berkshire ran through the Howell countryside with a lot of whistles blowing letting everyone know the #1225 was back in town. In her consist were vintage coaches so people could open the windows to hear the #1225 working. A rare treat today. All trips departed Ann Arbor's depot in Howell. As you know there's no sound that can compare to the steam locomotive when she starts up. Baby its show time! I am happy to report that all the trips ran well and why not the crew that runs her are very professional.

OHIO – AKRON: Here's another Berkshire that is under steam. She's the 2-8-4 Berkshire #765 which will be running over the Cuyahoga Valley Railway. The 2-8-4 will operate over the line on September 17,18,24 and 25th. Two weekends of glorious steam. Plus, passengers will be able to enjoy a three hour round trip through the Cuyahoga Valley National Park behind on of the largest operating steam locomotives running in the United States. They will also have photo runbys, a great treat today! Train time for Saturday September 17th departing from Rockside Station is 11 am and 3 pm. On Sunday September 18th note the change departing Akron's Northside Station at 9 am and 1 pm. The departure times and locations are the same for the weekend of September 24-25th. Go and enjoy riding behind a "Big Steam Power"!!

NORTH CAROLINA – DILLSBORO: For those who would like to see a big 2-8-0 Consol run again you should make haste and get down to the "Great Smokey Mountain Railroad" in Dillsboro, North Carolina and ride behind #1702. This specialty train will depart at 8 am Saturday September 10th 2016 and November 5th for Dillsboro, North Carolina at 8 am to begin an all day excursion to the Natalya Gorge and return. The train will stop for two photo runbys where passengers will have the opportunity to leave the train and position themselves to take photos of the #1702 as she goes by, a rare treat today!! Included in this event will be a special turntable presentation upon the return to Dillsboro. Can it get any better!

NEW JERSEY – FORT DIX: We'll close the column with some local news. Locomotive #4023 and 0-6-0 switcher built in 1942 by the American Locomotive Works in Schenectady, New York for the U.S. Army. She worked at the military base in Fort Dix, New Jersey. Later in its military career #4023 was renumbered #616 and was transferred to the U.S. Army base in Fort Eustis, Virginia. By 1958 the Army was retiring some of their steam locomotives and #616 was part of the group selected. No. 611 and two of her sisters were sold to the Blue Ridge Railroad based in Piney River, Virginia. Later on her number was changed to #9. The Switcher eventually ended up on the New Hope & Ivy land where it ran until 1965. In 1966 she was stored and replaced by #40 in 1968. The switcher was again re-fired and ran on the New Hope & Ivy land from 1976 to 1981 when her flu time ran out. Afterwards the locomotive was partially dismantled and stored in the deadline track until 2009. Later on it was sold to the SMS Rail Line in Bridgeport, New Jersey. It has since been undergoing restoration to active service. No. 9 will eventually be fully restored and doing what she does best hauling passengers behind her. We look forward to the day she returns.

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

UNTIL OUR TRACKS CROSS AGAIN

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

HAPPY HALLOWEEN
FROM ALL OF
OUR FAMILY
TO YOURS!

