



# SEMAPHORE



## November 2016

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

### THIS MONTH:

The November meeting will be a presentation by Walter Zullig. The presentation will showcase the "LIRR Over the years, 1954 to the early 1980's."

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

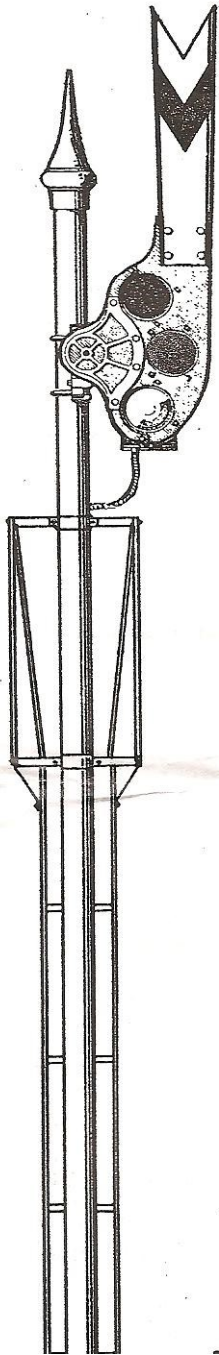
**LIST-NRHS.org**

**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



## LIST Merchandise



**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 <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 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]

\*\*\*\*\*NY RESIDENTS, THE COST OF THE CALENDAR IS \$12.49\*\*\*\*\*

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

LIST Board member George Wybenga has passed away after a short illness. George became ill doing what he loves to do, attending the Train Collectors Assoc. train meet at York PA. In addition to being a LIST Board member for several years, he was also a Trustee of the Rail Road Museum of L.I. George was a retired teacher at the Fashion Institute of Technology in Manhattan. Among his other talents, he was an excellent painter in watercolors of railroad themed items. George and his wife Betty traveled around the country taking pictures of cabooses which he would later paint in watercolors. George painted well over 100 cabooses from around the country.

George was a fine gentleman and his personality and talent will be missed.

At the October chapter meeting, we had a special guest presenter. Elisa Picca, Executive Vice President of the LIRR who provided us with a very detailed and informative presentation on the current and future plans of the LIRR. Among other topics covered were East Side Access, the Third track between Hicksville and Floral Park as well as the 2<sup>nd</sup> track between Ronkonkoma and Farmingdale. There were many questions by the attendees which were all answered in a detailed way. Hector Garcia Jr. who is in charge of Government Relations for the LIRR also attended and provided insight into various items.

Thank you Elisa for a very enjoyable and informative presentation.

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 me!

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](mailto:csquigley@optonline.net) and my telephone # is **631-487-4766**. Please email your articles.



## Long Island Rail Road News by Steve Quigley

The LIRR is making progress on repairing various infrastructure items that were damaged four years ago by Hurricane Sandy. Projects that are being worked on are the following:

Long Beach substation replacement. Three substations that provide electricity for the Long Beach Branch are being replaced and put on elevated platforms to protect them against possible future flooding. In addition, switches, signals, communications and third rail equipment are being replaced.

The Wreck Lead Bridge over Reynolds Channel is getting new underwater cable, bridge electrical system and an emergency generator.

The Long Island City Yard is receiving new power, signal and communication systems for four tracks in the yard as well as the electrification of two tracks. Flood protection work will also be done. The LIC yard will also have components of the electrical substation replaced.

In the West Side Yard, signal, power and other items are being replaced.

The LIRR has outlined changes in store for the new M-9 cars which are expected to arrive beginning in June 2018. A total of 416 cars are on order with Kawasaki Rail of Japan. Among other amenities, electrical outlets on every row of seats, 32" multimedia screens in each car, quieter side doors as well as increased window tint to reduce sun glare will be provided. Car end doors that will be easier to open are also being planned.

The LIRR also plans to order 160 M-9A cars but the contract to build them has not yet been put out to bid. The M-9A's are expected to arrive on site in 2021.

Brookhaven Town Supervisor Ed Romaine is calling on the MTA and LIRR to extend electrification on the Main Line past Ronkonkoma and to relocate the underutilized Yaphank train station to an industrial park off the William Floyd Parkway. At the present time, opposition to these ideas exists from local residents and the local media.

The LIRR is considering impacts on station parking, air quality and emergency services response time as it goes forward with the plan to build a third track between Floral Park and Riverhead. The LIRR issued its final scoping document for the proposal to construct a 9.8 mile track along the Main Line. This document includes feedback from 750 public documents made in May and June. Construction could begin as early as 2017 and last 3 to 4 years. The new revised proposal does not require taking any residential properties along this section of track.

"The third track will have an undeniably positive impact on our regional economy that will be felt from our largest companies to our small business owners" said Kevin Law whom is the co-chairman of Right Track for Long Island Coalition.

If you wish to read further information, please see [www.aModernLI.com](http://www.aModernLI.com)



# Long Island Rail Road

## 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 4**

As I continue my series on ONEIDA CLUB, I would like to add some material from Don Valentine of New England Rail Service, the man who makes many great parts to model heavyweight Pullman cars. His material differs slightly from other information I have but I want to include it here. Don's information states that these six cars were built for general service for Pullman in 1916 as Lot 4390 and ran on the New Haven. The six cars received ice air-conditioning between 1933 and 1936. The cars were 32-seat parlor cars and rebuilt in 1939 as Plan 2917C keeping their original names. Each car was a 20-seat parlor with a buffet and 15 lounge seats.

A book on Pullman cars states that these six cars were built for the New Haven's "Merchants Limited" and were Diagram 185 cars. Two cars, WATERVILLE and SIMSBURY, were rebuilt to Plan 2917A and sold to the New York Central. Two more cars, KINGSTON and LARCHMONT, were rebuilt to Plan 2917B cars and sold to the NYC as coach-buffet cars. SOUTHPORT was converted to a Plan 2917B car and was leased by the New Haven Railroad in December 1945. WESTDALE was converted to a Plan 2917B car in May 1933. It was leased to Pullman in December 1945 and numbered 7052 while retaining its name and operating on the PRR.

On July 1, 1947 these five cars and WESTDALE were sold by Pullman to various U. S. railroads, which then leased them back to Pullman. WESTDALE was withdrawn from the lease in September 1949, returned to Pullman in September 1949, and withdrawn from the Pullman lease in October 1956. The car was then retired. Or was it?

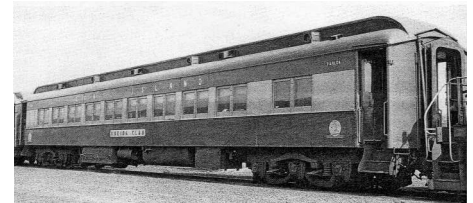
I don't know what happened to WESTDALE when it was withdrawn from its lease in October 1956. From October 1956 until March 1961, when the car was sold by the PRR to the LIRR, nothing is known about the car. Did the car operate during the 1961 summer season? I'm not sure. It may have gone into storage; it could also have run in 1961 but I have no information that it did. WESTDALE as a PRR parlor-lounge doesn't appear on the LIRR records I have. If it did operate in 1961, it ran in PRR colors and lettering and not the LIRR's.

It, and many other PRR parlor cars, came to the LIRR in March 1961. This was the first big "purchase" of PRR parlor cars to be used by the LIRR. WESTDALE PRR 7052, the only one of its kind on the PRR roster of ex-Pullman sleeping cars and parlor cars, was renamed ONEIDA CLUB and numbered 2036. An equipment drawing book shows 20 revolving parlor seats and 14 lounge chairs that faced the aisle and a table next to the men's toilet in the middle of the car. The car was repainted and lettered in 1962 before the summer. It was painted smoky or charcoal gray, given a Brunswick Green (Dark Green Locomotive Enamel?) roof and a blue stripe along the windows as a member of the "Blue-Ribbon Fleet." It also had white condensed gothic lettering and its name in a red letterboard beneath the car with Dashing Dan and Weekend Chief heralds. But what kind of parlor car service did the car operate in?

A 1964 parlor operations schedule explains how ONEIDA CLUB was used during Labor Day week. On Wednesday, Sept. 2, the car was not used but on Thursday, Sept. 3, it made a roundtrip to Montauk, going east on Train 4 as the only parlor car in the consist and then west on Train 9. On Friday, Sept. 4, it ran east on Train 4 with a second parlor car—PECONIC—used as a "protect" car east and deadheaded west.

More next time as I continue. Until then, happy modeling and Happy Thanksgiving!

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



## Stack Talk by Neil Moran

CALIFORNIA – KNOTTS BERRY FARM: A steam locomotive at Knotts Berry has been rebuilt. Engine #340 the “Greenriver” is one of two engines owned by the farm. It and sister engine #41 were purchased in the early 1950’s by Walter Knott to power the trains of the ghost town Calico Railroad at the theme park. Baldwin locomotive works built the engines in 1881 for the Denver and Rio Grande Western Railroad. They are narrow gauge class 19 2-8-2 locomotives and were designed to operate on steeper rail lines with sharp curves. After 57 years of service the #340 was showing signs of wear and tear so the park put her on a site to rust in peace. Five years went by before they decided to give her another look. A little more than a year went by and they brought the engine into the roundhouse to really look her over. The mechanics had to make sure that the steam powered rods that went from the pistons to the drivers were properly aligned. The engine’s frame was slightly bent from more than a century of riding the rails and they re-machined some of the parts including all the pipes. All the pipes had to be replaced with new pipes that could handle the operating pressure of 150 PSI. According to roundhouse mechanic and firebox expert Jason Ellis who was also the one who climbed into the firebox and smokebox to refurbish them. Later on it was time to fire up the engine after all the repairs had been done. They got the #340 up to 150 PSI for the test run with no problems which ran for a short time. Now the engine is running daily. The team of mechanics is getting ready to work on #41 sister engine to #340. But that project will take five years to complete. Patience is the word here.

NEW MEXICO – ALBUQUERQUE: Santa Fe #2926 Baldwin Locomotive Works built the 4-8-4 which has been camped out on a section of side track on eighth street in downtown Albuquerque for some time. Since the Spring of 2002 members of the New Mexico Steam Locomotive and Railroad Historic Society have labored to get it back in running order. More than 2.6 million dollars and 137,000 volunteer hours have gone into getting her running again and for the first time she has a roof over her head in 60 years. The building was finished in June of this year. The engine stands 23 feet tall and 130 feet long. It will be used to protect the locomotive from water, thieves and vandals. The #2926 worked from 1944 to 1953 carrying both freight and passengers from Kansas City through Albuquerque to Los Angeles and into San Diego. In 1956 she was donated to the city of Albuquerque in recognition of the city’s 250th anniversary. Michael Hartshore, President of the Railway Society said “having an engine house is a real big deal because it can stay out in the weather, rust will kill a steel boiler quicker than anything”. Here is some of the work that has been done recently, four separate metal plates of the boiler were too thin to hold the pressure so they had to be cut out. Also because of rust the workers had to repair 1,000 staybolts. Another big task was to replace more than three miles of steel tubing in the boiler. Mr. Hartshore said “over 300 people worked on the #2926 of which 90 of those engaged in handling the restoration of the locomotive”. It was a dirty, hot pretty greasy work effort.



## Stack Talk...continued by Neil Moran

TEXAS – SAN ANTONIO: The San Antonio Railroad Heritage Museum was formed in 2008 and is dedicated to the operational restoration of the former Southern Pacific Steam engine #794 a class MK5 2-8-2 Mikado type. The #794 is one of four remaining Texas and New Orleans (SP's subsidiary in Texas and Louisiana) class MK's steam locomotives in existence. She was built in September 1916 by the American Locomotive Works at Dunkirk, New York. She began working for the railroad in October of 1916. It was used in both freight and passenger service in the San Antonio area and recently turned 100 years old. Back in 2010 the museum contacted Scott Linday of Steam Operations Corporation to come and inspect the #794 to see if the locomotive was worthy of a restoration. Mr. Linday inspected the engine and said she could be overhauled. With his blessing phase one began in 2016 which included the removal of the pipes and external appliances, plus removal and fabrication of new boiler jacketing and sand blasting of the external appliances. Museum workers estimate the cost will reach 73 thousand dollars. A tidy sum. And that will include the cost of hiring a certified remediation company to come out to remove and dispose of contaminates. The goal of the museum is to have the #794 rebuilt and ready to participate in 2018 in the city of San Antonio tricentennial celebrations.

MICHIGAN – OWOSSO: The Steam Railroading Institute has announced that it will operate the 75<sup>th</sup> excursion of Pere Marquette #1225. This locomotive has a fine history; it was built in 1941 by Lima Works. She was used in freight service hauling perishable goods over the Pere Marquette Railroad. These Berkshire 2-8-4s performed wonderfully during their day in the sun. This excursion will run on the 5<sup>th</sup> of November leaving the Owosso station at 9:00 am and then travel to Claire, Michigan and arrive approximately 12 noon. The return trip back to Claire is slated to leave around 4 pm. Always nice to see a Berkshire run, they are powerful locomotives which can travel up to 80 mph.

PENNSYLVANIA – PORT CLINTON: Last month on October 8-9<sup>th</sup> and 16<sup>th</sup> the Lehigh Gorge Scenic Railway ran an Autumn leaf train. Each day the steam powered trains would depart the Reading and Northern Headquarters in Port Clinton for a two-hour ride to the beautiful town of Jim Thorpe. Here riders had a three-hour layover to explore the town before getting back on board for the return trip back to Port Clinton. These steam excursions left Port Clinton at 8 am and returned around 5 pm. Making it a nice full day to be outside. These Autumn leaf trains were powered by the Reading and Blue Mountains #425 Pacific type locomotive that was built in 1928 by the Baldwin Locomotive Works. This engine was originally used by the Gulf Morile Northern Railroad.

MASSACHUSETTS – WORCHESTER: Mass Bay RRE joined forces with the Providence and Worcester Railroad along with the Valley Railroad to offer a unique charter train experience operating over two railroads with a diesel and steam power. The special train will depart from the P&W's headquarters on Hammond Street in Worcester at 8:30 am for the trip south on the P&W's Norwich branch. After additional stops for passengers at Putman, Connecticut the special train will continue on through Plainfield and Norwich running alongside the Thames River for the rest of the trip to Groton. Then at Groton the train will take the Western leg of the wye onto Amtrak's Northern Corridor main line to Old Saybrook North onto Old Saybrook. At Old Saybrook the Valley Railroad 2-8-2 steam locomotive former New Haven #3025 will then take the train along Valley Railroad's very scenic line along the Connecticut River to end of the line at Goodspeeds. And yes there will be photo runbys along the Connecticut River. Get your tickets early this looks like a sellout on October 29<sup>th</sup> 30<sup>th</sup>.

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!

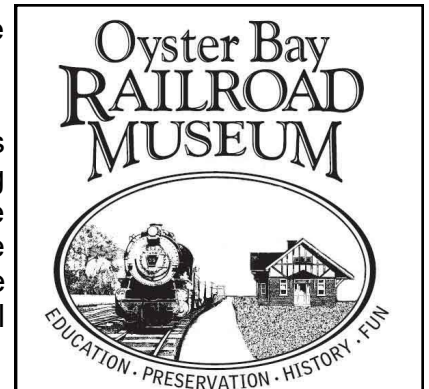
**UNTIL OUR TRACKS CROSS AGAIN**



## Oyster Bay Railroad Museum Update by John Specce

I am happy to report that a lot of positive things have taken place since our last newsletter.

**Historic Station:** On Oct 24th, work began on Phase 2A which includes extension of the roof rafters to replicate the appearance of the building as it appeared at the turn of the century, pouring of foundations in the interior to support a new wood shingle roof, masonry work on the chimney, and associated brick work. New windows and doors are being fabricated and should be on site by mid-November, which will then be installed on the west and south sides.



**Turntable:** We are one step closer to making the TT operational. Asplundh Construction Co. has installed new poles and electric cables have been strung and connected to the control box at the top of the TT arch. Materials are on order for the last stage, which includes connecting lines from PSEG, installing meter, control panel and trenching for the underground lines. After this work is complete, rails will be reinstalled on the deck and she'll be ready for service!

**Ping Pong Coach and Dinky Engines:** Through the efforts of our volunteers, both Dinky engines have been painted and efforts have been concentrated on making engine 398 operational. The Ping is being prepared for a new paint job that will replicate Tuscan Red.

**Relocation of rolling stock:** We were notified about the Morris Park Upgrade project, and have been working with LIRR VP of operations, Dave Kubicek, in the relocation of the baggage-mail car, and two coaches. As of this writing the new location of the coaches has not been finalized but the Baggage-Mail has been placed in Riverhead at RMLI. We thank our friends at RMLI for their assistance during this transition.

**Fundraising:** On Oct 6th, the Museum held an Autumn Harvest Celebration at the Seawanhaka Yacht Club in Centre Island as a fundraiser for the station project. We also participated at the annual Oyster Festival the weekend of Oct 15-16 by running a food tent. Both events were successful and considerable monies were raised.

On Saturday, November 5th the Board of Directors hosted the Volunteer Appreciation Luncheon at the yard. This annual event, to show gratitude to all who volunteer in whatever capacity, invites all to come out and enjoy delicious catered food, beverage and companionship. A great time was had by all!

Finally, on the weekend of December 10-11 we will hold our 10th annual Holiday Express weekend at the Visitor Center. This free event features horse-drawn carriage rides, hot cider, cookies and treats for the kids, operating holiday train layout and great raffle prizes and a visit from Santa. This fun-filled weekend runs in conjunction with the Oyster Bay Chamber of Commerce's Christmas festival which includes a tree lighting at the bandstand in the village center on Saturday.

For more details on our progress, or to view photos of the work in progress, visit our website at [www.obrm.org](http://www.obrm.org) or check us out on facebook at [www.facebook.com/OBRRM/](http://www.facebook.com/OBRRM/)

Until next time, enjoy the upcoming holiday season!



## Upcoming Holiday Events

Santa Claus is coming to town, and next month you'll be able to see him at your local railroad museum!



**Railroad Museum of Long Island**

**Holiday Open House**

[www.rmli.org](http://www.rmli.org)

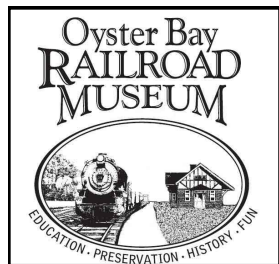
Saturday and Sunday, 11:30am to 3:00pm

Greenport: December 3rd and 4th

440 4th Street, Greenport, New York

Riverhead: December 10th and 11th

416 Griffing Avenue, Riverhead, New York



**Oyster Bay Railroad Museum**

**Holiday Express**

[www.obrm.org](http://www.obrm.org)

Saturday and Sunday, 12 noon to 4:00pm

102 Audrey Avenue, Oyster Bay, New York

516-558-7036



 **Long Island Rail Road Holiday Express Train Trip**

Saturday, December 3rd, 9am

Gather the family and join the Long Island Rail Road's first ever Holiday Express – a fun-filled, exclusive experience that turns your ride into a non-stop holiday journey from the LIRR's Ronkonkoma Station direct to The Theater at Madison Square Garden where Rudolph lights up the stage along with all your favorite characters. Reservations on a first come, first served basis. For more details, pricing and to reserve your seats, visit the website at: [mta.info/lirr/getaways/holidayexpress](http://mta.info/lirr/getaways/holidayexpress)

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*Happy Thanksgiving to all of our  
members and their families*



*From your family at LIST-NRHS*