



SEMAPHORE



May 2016

The next meeting of LIST will be on **Friday, May 20th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Doug Nash is presenting a slide show on Eastern European rail roads in the period before the fall of the Iron Curtain Countries.

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

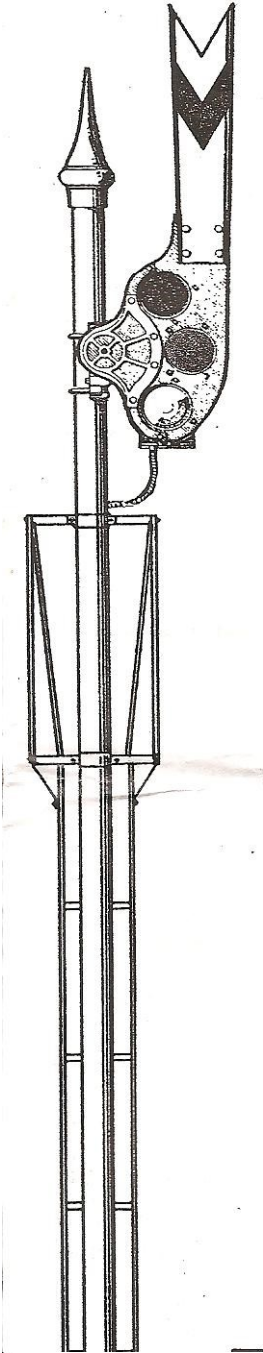
LIST-NRHS.org

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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!



# _____	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 _____
# _____	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]

LIMIT ONE EACH OF THE SEYFRIED BOOKS PER CHAPTER MEMBER



LIST Happenings by Steve Quigley

The Long Island Sunrise Trail Chapter of the National Railway Historical Society is 50 years old this year! This historic milestone will be celebrated in many ways.

The NY & A caboose trip took place on Friday, April 15th. Our thanks for this unique trip goes to Chapter Board members Richie Schulman who arranged the trip and handled the logistics, George Wybenga who designed and printed the commemorative tickets and Bob Myers who helped put everything together. I was unable to attend but I heard it was interesting and enjoyable. Thank you to NY & A President Paul Victor and his crew for making this trip possible and enjoyable.

Next on this list of LIST Happenings for this Anniversary year is a tour of the Brookhaven Rail Terminal. Chapter member Robert Grant has organized this tour which will take place on Friday, May 20th. The BRT is located on Sills Road in Yaphank and this growing facility is the major rail distribution point for various materials and goods for the east end of LI. The tour begins at 10AM but be early as it is expected that a NY & A train is expected at 10 AM+-. The cost of the tour is \$10. Send your check to the Chapters P O Box.

Other items you may be interested in are the following:

1] We are working on a visit to the PSCC which is the Penn Station Control Center and in conjunction with that, we are planning a guided tour of the High Line on the West Side of Manhattan; both on the same day.

2] I have been in contact with someone who is helping us finalizing specifics regarding a tour of the East Side Access. As you know, this is how the LIRR will be going to Grand Central Terminal. We were afforded a tour back in 2014 and I have been told much progress has taken place since then. There will be a fee. If you are interested let me know ASAP as there will be limited space available and the MTA requires a security check with documentation submitted. The tour will be on a weekday in early August. More information to follow. **LET ME KNOW ASAP IF YOU ARE INTERESTED AS I MUST SUBMIT ALL OF THE DOCUMENTS TO THE MTA AT LEAST 2 MONTHS BEFORE THE TOUR TAKES PLACE! THERE IS LIMITED SPACE AVAILABLE!!!**

3] I am going to organize a tour of Grand Central Terminal. I recently took the tour and found it to be fascinating. If you are interested in a 2 hour guided tour of GCT, please let me know. Possible date for this tour is the middle of June.

3] We are going to organize a tour of the LIRR's Hillside Maintenance Facility. This amazing facility is where the LIRR's fleet of electric cars is maintained. We are going to try and have a tour of the Morris Park Shops the same day.

ON ALL FUTURE TRIPS AND TOURS, YOU MUST WEAR BOOTS OR OTHER HARD SHOES! SNEAKERS WILL NOT BE PERMITTED. YOU WILL NOT BE ALLOWED TO PARTICIPATE IN THE TRIP OR TOUR IF YOU WEAR SNEAKERS.

Dues renewal was included in the November edition of the Semaphore. If you did not receive a dues renewal notice, please let me know and I will send you the form. Any person who signed up as a new member from Oct., Nov. and Dec. is already signed up for 2016. Annual Chapter dues remain at \$15. The NRHS sent you separately a renewal notice and the NRHS renewal notice DOES NOT include LIST dues.

IF YOUR ADDRESS LABEL ON THE SEMAPHORE HAS A YELLOW MARK IT MEANS ACCORDING TO OUR RECORDS YOU HAVE NOT PAID YOUR 2016 DUES. If this is incorrect, please let me know.

LIST Happenings...continued by Steve Quigley

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.

Congratulations to the members of the Twin Forks Chapter of the NRHS. Twin Forks is celebrating their 20th Anniversary and in they have accomplished great things in the saving and restoration of LIRR rolling stock. Happy Anniversary to President Rich Gorddard and all of the members.

LIRR and other NYS Railways

Steve Lynch has provided us with a link to a YOUTUBE video of "Great American Railway Journeys", wherein the episode is based upon the Long Island Railroad and other New York State Railroads. If you have not seen this episode, or perhaps just haven't seen it in a while, it's well worth watching. Thanks Steve for the heads up! The link to the video is:

<https://www.youtube.com/watch?v=EBQQBD6tk-M>

Future of the Northeast Corridor

Kevin Katta has provided us with a link to a page regarding the upgrade of the Northeast Corridor rail line. Here is a short excerpt from the page:

Welcome to NEC FUTURE, a comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC), from Washington, D.C. to Boston. The Federal Railroad Administration (FRA) launched NEC FUTURE in February 2012 to consider the role of rail passenger service in the context of current and future transportation demands. Through the NEC FUTURE program, the FRA will determine a long-term vision and investment program for the NEC, and provide a Tier 1 Environmental Impact Statement (EIS) and Service Development Plan (SDP) in 2016 in support of that vision.

If you would like to read further into the future of this line, and the continuing efforts NEC FUTURE, check out their page at: <http://necfuture.com/>

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

THE LIRR MODELER by Mike Boland

This Month's Feature:

ATHEARN'S MP15AC IN HO SCALE PART 2

The LIRR MP15ACs came to the railroad in 1977 and there were 23 locomotives, numbered 151 through 172. All had snowplows at the cab end and the long or hood end all had the distinctive CSX-style rounded pilot. The January LIRR roster shows that locomotives 151, 155, 156 and 159 were leased to the New York and Atlantic Railway and now wear their green, white and black paint scheme. The LIRR classed these locomotives as E-15 (E for EMD and 15 for 1500 horsepower). Some LIRR engineers called these locomotives "fifteen hundreds," designating their horsepower.

The railroad later modified a number of locomotives (161, 162, 163, 164, 165, 167, 168, 169, 170, 171 and 172) to operate as power packs and use their

traction motors to provide headend power (HEP) for push-pull consists; this provided power for lights and air-conditioning to the Pullman-Standard ex-MU cars used in this service. This conversion was signified by a "P" at the end of the locomotive number (161 became 161P, etc.) The January 2000 roster shows these two locomotive types on the roster as well as the leased units. While I don't have many rosters, a 2008 roster shows that by this time the P conversion units no longer exist and the locomotives provide motive power only.

After a good, long look at photos of the prototype and the Athearn model here's what I discovered:

- The locomotive needs a second grab iron above the ladder on the engineer's side.
- The vertical box in front of the engineer's cab needs to be removed.
- The ASC box needs to be added along with piping.
- The front walls of the cab on both sides need a white stripe added.
- The front pilot by the handrails needs to be more rounded as it is not pointed.
- The chain in the middle of the handrail at both ends needs to be replaced by piping of styrene or brass.
- The drop step by the cab end needs to be removed.
- An "F" has to be added at the end sill by the front near the steps.
- A jumper cable connection has to be added at the front end of the locomotive on the fireman's side.
- Remove the base by the sill in front of the engineer's side of the cab.
- You might want to add wind deflectors on the engineer's side.
- Add a small grab or hook on top of the roof by the ladder.
- Add the door on the fireman's side by the screen at the front of the locomotive at the bottom.
- The handrails don't have the right curvature and extend too far down the steps of the locomotive.
- Ditch lights should be added if you are modeling a "later" version of the MP15AC; ditch lights were installed by 1997.
- The curvature of the cab roof over the front wall of the cab is straight and should not be curved or more pronounced as on the model.



That's it for now; until next time happy modeling!



Stack Talk by Neil Moran

We are now in the height of our season when steam locomotives are out and running excursions throughout our country. Yes! It's a good time to be a rail fan, but not so in England and here's why.

CANADA – WAKEFIELD: An American business man Matt Armitage is indeed very interested in buying the line that ran steam excursions out of Hull up to Wakefield on the former Canadian Pacific line. Mr. Armitage doesn't appear to have deep pockets but does have experience as a locomotive engineer and has a degree in Economics. He also worked on the Georgetown Loop Railroad for five years. Neil Faulkner head of the group that is still in charge of the Wakefield Group say "we have found a person who is willing to invest money in getting our operation back on track again. He also has come up with some good thoughts on getting our organization going again". The Hull-Chelsea-Wakefield Railway has close to 33 miles they can operate on through some very scenic locations through the Gatineau Hills and alongside the Gatineau River between Hull and Wakefield. They still have a 1907 Swedish built steam locomotive that will need some extensive work to get her running again.

MINNESOTA – MINNEAPOLIS: The non-profit friends of the #261 and owners and operators of the Milwaukee Railroad 4-8-4 #261 are offering trips to the United Kingdom and Ireland in the month of June. The "Emerald Isle Explorer" may be the most famous steam locomotive in the world. London & North Easton's 4-6-2 #4472 the "Flying Scotsman" is holding a 12-day tour on June 12th – 24th. It will begin in London but continues on tours of Ireland's railroads and historical sites. In addition to the trip behind the "Flying Scotsman" the "Friends" tour will include five other steam powered passenger trips in Ireland and Northern Ireland. This adventure will include a single night in London, Wales, Wexford, Belfast and Dublin along with two nights in Cork and North West Ireland. The trips in Ireland will use the locomotives and coaches of the Railway Preservation Society of Ireland. It also will have mountable steam locomotives to operate such as 4-6-0's, 0-6-0's and 4-6-2's. A special "Southern Irish" set of G4-Seat "Craven" coaches will make up the Consort. Along with the only railway bar car in Ireland today and they will be serving Draught Guinness!! For more information, go to the #261 organization's website.

COLORADO – SILVER PLUME: The Georgetown Loop Railroad successfully tested their 2-8-0 Consol #111 built by the Baldwin Company in 1926. The engine has been going through a "Ground-up" rebuild which included a new boiler at the Georgetown Loop Shop in Silver Plume during the last three years. Number 111 is a former international train of Railways of Central America. It was purchased by Don Drawer and moved to Colorado in early 1970. At one time Mr. Drawer owned the Sundown and Southern Railway a private narrow gauge railroad West of Hudson, Colorado. In other news the Georgetown Loop Railroad has restored former Colorado & Southern 2-8-0 Consol #9 which operated on the railroad in 2006. It became quite apparent what without a rebuild the #9 would be inadequate to serve on the line so he wisely put it in for repairs at Strasburg, Colorado but was never completed, so it was moved in pieces to Silver Plume to complete the work which is now in progress. It is expected that once work has been completed on the #9 she will be the primary locomotive pulling passengers on the Georgetown Loop Railroad.

COLORADO – DURANGO & SILVERTON: In last month's column I wrote about the great success this railroad has last year in running their steam operation in 2015.

Stack Talk...continued by Neil Moran

“Believe me I tell you they are making every effort to have a good year in 2016” said Chris Robbing train spokesman “If the economy stays the same we look forward to another good year”. Ridership without special events was up over 10 percent from 136,000 in 2014 to 149,000 in 2015”. Our special event trains such as the Polar Express and Blues trains also increased by about 4 percent from 30,000 to over 31,000 which meant we were pushing our locomotive to the max. Of all the special event trains that we ran was the Polar Express attracted up to 31,000 people who rode our special event trains. With this success we were able to work on our locomotives. Repairs were made to the #423, #476 and #475 which were all Alco’s built in 1923 at the Baldwin Company, they are all Mikado types 2-8-2s. In short, the Durango and Silverton are looking for a “Banner Year”.

NORTH CAROLINA - BRYSON CITY: After a long awaited anticipation Great Smokey Mountain Railroad is excited to announce that the historic #1702 is returning for the 2016 excursion season. She is a 2-8-0 Consol built in 1942 by the Baldwin Company as is called a “War Baby” during W.W. II. Steam excursions will depart from the historic Bryson City depot beginning on July 22nd with a variety of options throughout the season. Number 1702 will pull 39 excursions that will follow the Nantahala George route plus 22 excursions what will follow the Tuskegee River route. Also as it prepares for its journeys the engine will be on display, allowing for photo opportunities and a up close view of the locomotive on every steam excursion. Passengers will receive a commemorative 17 oz. souvenir ticket and lapel pin to celebrate the locomotives return to the rails. In addition to the regular schedule the #1702 will also be leading six special event trains. They are the popular “Fontana & Reste” train that will feature BBQ and Brews service along with the Polar Express” train. On selected dates No. 1702 will also power two new evening trains in 2016, the “Railroad Reserve” a wine train and dining cars. And the big one the Photo Special an 8-hour round trip through Nantahala George that departs from Dillsboro, N.C. stopping for photo opportunities and a short steam shop tour. Mr. Al Harper GSMR owner said “steam is coming back in a big way with engine #1702 and will once again be a super power on the tracks offering numerous steam excursions for all of our guests to ride”.

MARYLAND – FROSTBURG: The Western Maryland Railroad has taken an unexpected hit due to a landslide that covered their tracks for about two miles outside of Frostburg. Here is the reason why, the earth simply gave way something like a sink hole that rendered the track unusable. The Bureau of Mines is investigating the cause of the slide and will be determining if its related to an old coal mine. If it is, the agency would pay for the cost of the repairs. These repairs however would not be completed until mid-summer. In the meantime, excursion trains from Cumberland will stop at Smith #9 about two miles from Frostburg. The railroad is installing new track there so the locomotive can move from one end of the train to another for the return trip. Previously engines were turned around on a turntable in Frostburg. Some of the businesses are going to take a financial hit due to this problem. The railroad is pushing forward with the rebuild of its steam engine # 734 and plans to launch another steam engine, former C&O #1309 by the end of July.

Now it’s time to thank all the people who send me the news you just read. John Bien (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



LIST Rides the New York & Atlantic by Ed Koehler Jr.

I was one of the ten individuals that rode the afternoon excursion on the New York and Atlantic Railroad on April 15, 2016. The group assembled around 10:30 AM at the NY&A's Fresh Pond Shops. While we were waiting for the morning trip to return the assembled fans had a chance to photograph the engines laid over at the shops. Among them were the 101 and 105 coupled on the shop lead; the 151 coupled to GATX 2200 on the west leg of the wye; and the 159 beautifully painted but stored with its stacks covered in the east yard. In the upper yard a derelict EMD switcher and two additional GATX locomotives were standing. The CSX chose to deliver cars to the NY&A while we were there, so we had a chance to view at a distance two of their locomotives working in the upper yard.

Soon the morning excursion trip arrived; caboose 52 was being pushed by the recently delivered 300 as it made its way down from the Bay Ridge Branch onto the west leg of the Fresh Pond wye. Our hosts, the NY&A then organized a group photograph of both the morning and afternoon tour groups. The morning group then bid us goodbye while the NY&A did some switching. It turned out that the recently delivered model RP20 number 301 was ready for its first test run and it was decided to use it as a second unit for the afternoon excursion train. The 301 was then shifted into a position between caboose 52 and its' sister the 300 on the west leg of the wye. After boarding the train a number of our group took up positions on the rear platform of the caboose so we could really 'see' the Bay Ridge Branch. Our hosts, the NY&A put out a very nice cheese and fruit platter for our party accompanied by coffee and water.

The seemingly overly powered (2000 horsepower in each of the locomotives but only the 301 was working) caboose hop then proceeded up the Fresh Pond wye and onto the Bay Ridge Branch at the allowable track speed of 10 miles per hour. Needless to say the group was knowledgeable about what they were seeing and our NY&A hosts contributed to expand this knowledge. Our train made its way through the Fresh Pond Yard and into Brooklyn passing the sites of Myrtle Avenue, Cypress Avenue, and Bushwick Avenue stations before beginning the descent into the East New York tunnels. The passage through the East New York tunnels in a darkened caboose is an interesting rail enthusiast experience to say the least.

Outside of the tunnels we began to see a lot of work being done by the MTA but not on the adjoining subway lines, not the Bay Ridge branch. Very few of the station sites south of East New York are discernible, but at Manhattan Beach Junction the right of way widens out a bit. Parkville Junction is completely built over with no trace of the yard that was once located there. All too soon we arrived at the run around track just before the Bay Ridge Yard. Here the group detrained and after having a chance to photograph the train the NY&A hosts organized another group photo shot.

Boarding the train we returned to East New York where another photo stop at the south end of the tunnel portals was arranged. The group had a chance to photograph the train, the passenger platform at that location and the inscription above the four tunnel portals.

Again going through the tunnels we soon arrived back at Fresh Pond upper yard where we paused to allow a train to cross over in front of us before we followed it down the west leg of the wye to the Fresh Pond Shops where our rolling party ended.

Like the morning train, our excursion arrived at Fresh Pond a little later than expected but no one seemed to mind. After thanking our hosts it was time to depart; for me it was to head to Babylon for the Chapter meeting that evening.



LIST Rides the New York & Atlantic by Ed Koehler Jr...continued



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Spring is here!

**Please support your local
railroad
museums!**

