



# SEMAPHORE



January 2017

## *Happy New Year!*

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

**THIS MONTH:**

**George Maccarone** whom is a retired LIRR engineer will be the presenter at the January Chapter meeting. He is going to present some of his collection of LIRR photos which were taken during his tenure as an engineer.

**IN THIS ISSUE:**

Page 2	LIST Order Form
Page 3	LIST Happenings
Page 4	LIRR News
Page 5	LIRR Modeler
Page 6 & 7	Stack Talk
Page 8	LIST-NRHS Foils a Jailbreak
Page 9	Upcoming Events / Other News

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

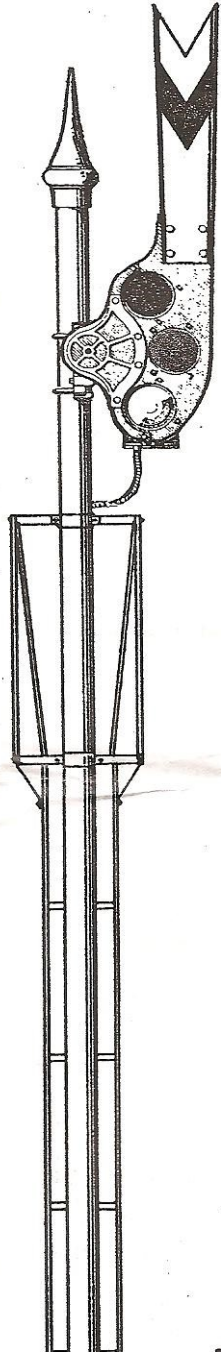
**LIST-NRHS.org**

**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





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 _____
# _____	Sunnyside Yard+Hell Gate Bridge- D. Morrison	@\$18 each Total _____
# _____	LIRR 175 <sup>th</sup> Anniversary 60 page book	@\$5 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

I hope you all had a very Merry Christmas, Happy Chanukah and a Happy New year! May the spirit of the Holiday Season carry through the entire year.

If you have ordered a book or calendar and did not receive it, please let me know. A lost book happened 1 time in the past year so please let me know if you have not received an item.

Included in this edition is the notice regarding the passing of Ron Ziel. Through his photos and books, especially "Steel Rails to the Sunrise," Ron was perhaps the most influential person in promoting and saving the legacy of the LIRR through photos and print. Ron's influence will surely live on for years to come.

I included the annual dues renewal notice in November's edition of the Semaphore. We, especially our Treasurer Alan Mark, would appreciate you sending back your dues renewal in a timely manner. Thank you for your cooperation with this. If you did not receive a dues renewal notice, please let me know.

THE 2017 LIRR CALENDARS HAVE BEEN PRINTED AND ARE AVAILABLE! Please see the order form in this edition in the Semaphore.

Several Chapter members have written new books regarding the LIRR among other railroads and I would like to mention them. As usual, Chapter members receive a discount off the retail price.

Dave Morrison has written a book on the Hell Gate Bridge and Sunnyside Yard. It is written in the same style of Dave's 3 prior books which are noted in the order form in this edition.

Art Erdman has written another book in the series about the LIRR. It is called "LIRR Power In Color." Art has also written a book about Conrail Shared Assets.

Walter Zullig has written a book about Metro-North.

Both Art's and Walters's books are published by Morning Sun Books.

All of these books are available to LIST Chapter members at the usual discount off retail.

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.

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. Steve

**HAPPY NEW YEAR!**

## *Long Island Rail Road News by Steve Quigley*

2017 is the 100<sup>th</sup> Anniversary of the completion of Hell Gate Bridge which is arguably the most famous rail road bridge in the world. The Astoria NY Historical Society is planning on a celebration and if we are invited, LIST will participate in the ceremonies. Two Chapter members have written books on the Hell Gate Bridge. I am sure many of you purchased our Chapters first book which was written by Bob Sturm. Additionally, Dave Morrison has just completed a book on Hell Gate Bridge and the Sunnyside Yard. Please see the order form in this edition of the Semaphore.

The LIRR has announced additional public hearings regarding the construction of the 3<sup>rd</sup> track between Floral Park and Hicksville. A draft environmental impact statement is available to be reviewed on the project website at [amodernli.com](http://amodernli.com). The 3<sup>rd</sup> track will be a 9.8 mile section of the Main Line and will include the elimination of 7 grade crossings along the stretch.

The sessions will be January 17<sup>th</sup> in Westbury, January 18<sup>th</sup> at Hofstra University in Hempstead and January 19<sup>th</sup> in New Hyde Park.

Please see the website at [aModernLI.com](http://aModernLI.com) for additional information.

I recently attended the public hearings that were held at the Huntington Hilton with regard to the MTA fare increase for all parts of the MTA including the LIRR. Very few people attended the hearings as the fare increase will be implemented.

On January 2<sup>nd</sup>, my wife and I walked the High Line from 34<sup>th</sup> Street to Gansevoort Street. The High Line is now finished in regard to entire length. The major residential/commercial project known as Hudson Yards is in the process of being built over the Amtrak/LIRR tracks on the West Side of Penn Station. The High Line begins at the western perimeter of the LIRR West Side Yard on 34<sup>th</sup> street and at the LIRR yard; it has a great view of the West Side yard looking east and a view of the Hudson River and New Jersey to the west. Take advantage of the views while they are still there as construction is rapidly changing the makeup of this area.

MTA Chairman Thomas Prendergast is stepping down after nearly 30 years at the agency where he built a reputation as the person who modernized the LIRR and completed the first phase of the Second Avenue Subway. Prendergast will retire in early 2017. His career included time as president of the LIRR and NYC Transit as well as MTA Chairman and CEO since 2013. He was president of the LIRR from 1994 to 2000 and has been credited with modernizing the diesel fleet and introducing concrete ties among other things.

### EDITOR'S NOTE:

On Wednesday, January 4th, LIRR Train #2817 from Far Rockaway struck the bumping block on Track #6 at the Atlantic Terminal Station in Brooklyn. While the crew was uninjured, approximately 100 passengers on board the train sought treatment for minor injuries, the most severe being a broken leg. The train with 6 M-7's, traveling at approximately 10mph, rode up and over the bumping block, striking an office / employee area of the station. Preliminary reports from the NTSB / FRA indicate that the Engineer lost control of the train as he does not specifically recall the details of the incident. While fatigue, sleep apnea, excessive speed and mechanical failure are all being considered as possible contributing factors, the official cause of the accident is still being investigated as of this writing. **ST**

## ***THE LIRR MODELER by Mike Boland***

### ***This Month's Feature:***

## ***LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 5***

Happy New Year! I continue my series on parlor-lounge ONEIDA CLUB, a unique car on the LIRR. In March 1961 PRR 7052 WESTDALE, the only one of its kind on the entire PRR ex-Pullman roster, was renamed ONEIDA CLUB and numbered 2036 by the LIRR. It was painted the standard parlor car paint scheme.

What type of service did this car provide?

I began to answer that in November so I'll continue. ONEIDA CLUB made a second trip east to Montauk as the only parlor car in the second section of Train 26, the last train to Montauk with a parlor in the consist. (This is from the 1964 Labor Day week parlor car operation schedule.) The car must have deadheaded back to Jamaica late on Friday night or early Saturday morning since on Saturday, September 5<sup>th</sup>, it made a roundtrip to Montauk, going east on Train 402 and then west on Train 4009. It was the only parlor car in the train. On Sunday, September 6<sup>th</sup>, ONEIDA CLUB went east to Montauk on Train 4008 and then west on Train 4007. On all these westbound moves, the car was at the west end of the train. That Monday, Labor Day, September 7<sup>th</sup>, there were seven trains going back to the city and Jamaica. ONEIDA CLUB, at the east end of Train 4007, was one of four parlor cars in the consist. On Tuesday, September 8<sup>th</sup>, ONEIDA CLUB, with 11 other parlor cars deadheaded east on Train 4020, making a second trip to Montauk for use the following day. On Tuesday, the 8<sup>th</sup>, it went west with four other parlors on Train 7.

In August 17, 1966, the car had the same routine. It went east on Train 22, laid over and then returned in the same consist with SETAUKET at the rear.

Three years later, on July 20<sup>th</sup>, 1967, a document that showed the use of this car. On Friday, July 21<sup>st</sup>, this car went east to Montauk on Train 22, which had 15 parlor cars, including open-end observation SETAUKET. All the parlor cars on this train were laid up on Track 3 at Montauk. On Sunday, July 23<sup>rd</sup>, 1967, ONEIDA CLUB, one of 15 cars—including SETAUKET—went west, returning to Jamaica as Train 4011.

The age of the cars—many were almost 40 years old—motivated the LIRR to rebuild four cars, three 28-1 cars, and one parlor-lounge, ONEIDA CLUB. The rebuilding gave the cars an extended life of only a few years. Their new look included sealed windows, plated windows and a few porthole windows with large Dashing Dan and Weekend Chief heralds. According to Doug Nash, a former LIRR parlor car attendant, the cars were also given mechanical air-conditioning and new truck brake gear. Unfortunately, it is difficult to model the rebuilt parlor cars with sealed windows since these windows are not currently available as commercial parts. Therefore I'll model this car in its original condition but I do hope to one day model the rebuilt version; it's a challenge since all the windows need to be modified. If you really are up for a challenge, you could make a second model and do the PRR version, complete with Tuscan Red and gold PENNSYLVANIA lettering. It's not a bad idea. PRR parlor cars were very attractive-looking.

ONEIDA CLUB was withdrawn from service in October 1968 and scrapped in April 1969. Next time, I'll talk about the prototype car and how to convert the Walthers paired window heavyweight coach to parlor-lounge 2036 ONEIDA CLUB.

Until next time, happy modeling!

ONEIDA CLUB laying up at station platform at  
Montauk, NY in 1969  
*Jules P. Krzenski photo, Dave Keller archive*



## Stack Talk by Neil Moran

OREGON: INDEPENDENCE: Mr. George Lavacot has for years been patiently restoring Santa Maris Valley 2-6-2 No. 205. The locomotive has been under repair at Independence, Oregon and moved under its own steam power on November for the first time since 1950. Locomotive 205 is privately owned. The locomotive was built by Baldwin Locomotive Works in 1924 for the San Joaquin & Eastern Railroad at Auberry, California. It was then sold to the Santa Maria Valley in 1933.

NEVADA: CARSON CITY: In the early 1900's the Virginia & Truckee recognized the need for a newer and more powerful engine to handle the increased tonnage caused by the overwhelming freight traffic that was brought about by the Tonopah mining boom. Locomotive No. 25 was purchased from the Baldwin Locomotive Works in 1905 to fill this role and the ten-wheeler became the V&T's first new locomotive purchased since 1876. No. 25 originally burned coal but was converted to an oil burner in 1907. She was operated primarily as a backup engine to road's famed "Reno". On occasion, No.25 hauled both passenger and freight between Reno, Carson City and Virginia City. Characterized by V&T engineers as fast, light and easily handled, No. 25 made a niche in history by pulling the last scheduled passenger train to Virginia City in May, 1938. The locomotive was replaced by newer ones and sold to RKO Pictures in 1947, and starred in a number of motion pictures. IN 1971, the State of Nevada acquired No. 25 and the locomotive is now used in occasional service during selected steam ups during the year. Locomotive 25 was used Saturday and Sunday over the first three weekends in December on the Carson City Santa Train. For schedule information and ticket ordering, go to <http://www.nsrn-friends.org>.

MICHIGAN: ASHLEY: Take a magical Christmas excursion and ride behind the World-famous Pere Marquette No. 1225. Built in 1941, the Lima built 2-8-4 is most famous for its role in the 2014 Warner Bros Christmas classic "The Polar Express". Passengers boarded the train at the Stem Railroad Institute in Owosso Michigan and took a journey back in time to the Village of Ashley's Country Christmas in Ashley, Michigan.

MINNESOTA: ST PAUL: Children and trains go together during the holiday season. This is your invitation to join the Friends for the North Pole Express at Union Depot in St. Paul, Minnesota. This is an experience highlighted with vintage passenger cars and an operating steam locomotive. Minneapolis based steam locomotive Milwaukee Road No. 261, a 4-8-4 and refurbished passenger cars joined Santa and his elves on an hour and a half long experience that includes a visit to the North Pole. At the end of the train ride, head into Union Depot where children enjoyed a holiday treat brought to you by BNSF Railway.

PENNSYLVANIA: HOLIDAYSBURG: The Everett Railroad Company sponsored Santa's Express Trains. Children of all ages enjoyed a scenic ride through the winter countryside, and a personal visit with Santa. All children received a small gift and hot chocolate and popcorn at the Holidaysburg Depot. Each trip between Holidaysburg and Brookes Mills and return took about 60-75 minutes. Power for the Santa's Express was expected to be No.11, a Cooke Works of the American Locomotive Company product made in Patterson, New Jersey. No.11 is a 2-6-0 or "Mongul" type, built in 1920. Santa's Express Trains run in both November and December.

PENNSYLVANIA: SCRANTON: On Saturday, December 3<sup>rd</sup>, Santa Claus left his sleigh at the North Pole and came to town early on a train. Six communities celebrated Christmas in a small town when Santa and his friends arrived aboard a special train powered by Steam Town National Historic Site. Baldwin 0-6-0 powered the train at stops at Carbondale, Archibald, Jessup, Olyphant, Dickson City and Steam town.

## Stack Talk...continued by Neil Moran

PENNSYLVANIA – MINERSVILLE: Central Railroad of New Jersey No. 1923 at Schenectady Works of the American Locomotive Company. It is one of five B7s switchers built for the Central Railroad of New Jersey. Intended solely for yard service, the B7s locomotives had no leading or trailing wheels and six driving wheels, with all the engine's weight on the small drivers. One of these workhorses could move almost any cut of cars a yard track could hold, although not very fast. They rarely got beyond fifteen mph. Locomotive 113 eventually was purchased by the Philadelphia & Reading Coal and Iron Company in 1953. The engine worked their colliery at Locust Summit, outside of Ashland until 1960. In 1986 Robert Kimmel Sr., bought and moved her to Minersville, Pennsylvania. Work to restore to operating condition began in 1999. Now years later, the locomotive powered the 2016 Santa Trains. On Saturday December 4<sup>th</sup> and December 18 three trains operated each day from Minersville Station to south of Schuylkill Haven, a fifteen-mile round trip. Santa road each train.

ARKANSAS- WASILLA: Locomotive No. 557 represents the largest class of steam locomotives every built in North America. There were 2120, 2-8-0, S-160 steam locomotives of which includes Alaska 557. Here is another progress report on 557's restoration. Steam Services of America has sent the 557 Restoration Company 4200 pounds of stay bolts, super heater components, and boiler taps. Volunteer machinists, Laverne Buller machined those flexible stay bolts sockets (sleeves) while Doug Van Wingerden produced the caps. These are replacements for some of the original flexible bolts across the front of the crown sheet. While rebuilding electrical components like the tender backup light, they can be tested by using a new shore power pack built by Ken Elmore. 120 V AC provides both 32-volt DC and AC. When the boiler is cold and the Pyle National Turbine is not working. This power supply will support the locomotives electrical system, Ken Elmore is preparing the head light case for a coat of white bright paint on the interior. The total overhaul was completed before this unit was installed on the back of the tender. New floor boards for the 557's cab are 1;5 inch thick, clear laminated white oak from Mike Stearns of Alaska Wood Molding Company. David their cabinet maker is fitting the floor boards and making clearance holes for all the penetrations required for the brake stand, piping and the firing stand controls. Continuing progress is being made on restoration of appliances. The disassembled starter valve went through the cleaning and inspection process before receiving paint and assembly into the complete starter valve. Ron Dudley has formed the pilot brace mount for the smokebox end of the new pilot brace. Charles Dillard, Alaska Railroad Mechanical Inspector volunteered his time to inspect the three couplers held in reserve for use with the 557. Everything passed the gauge test and were deemed serviceable for use on the Alaska Railroad. As August 2016 passed, workers completed four years on what they now expect to be a six-year project. Volunteers work in the engine house four days a week. The 557 Restoration Company has a crew of 22. The grant writing team has achieved another success. The John H. Emery Rail Heritage Trust will assist in the restoration of the 557 with a grant in the amount of \$9,000. This follows a \$10,000 contribution by the trust last year. The restoration group has raised 75% of the \$1.2 million budgeted for the 557 overhaul and restoration. If you would like to contribute, please donate to Engine 557 Restoration Company PO Box 875360 Wasilla, AK 99687-5360.

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



## LIST-NRHS Foils a Jailbreak By Ed Koehler Jr.



For many years it was the practice of the Chapter to have an annual dinner; in the fall of 1974 this event was held aboard the Sunday round trip train to Greenport with a buffet style meal being served during the train's layover in Greenport station. Most of the Chapter members boarded the train at Mineola; as was the practice at the time, member Gene Collora had organized this trip.

The usual consist of this train was one of the Alco 2000 horsepower roadswitchers with three P72 coaches. To provide for the Chapter members, two of back to back observation cars were added to the east end of the train with a former Boston and Maine coach converted to a bar car (used for food service) between the Chapter's reserved cars and the regular train consist. The picture above shows the train in question standing in Greenport station after the Chapter members attending had enjoyed their meal.

Dinner and layover time over; the train departed on its westbound run, the fall sun having already dipped below the horizon. The train proceeded making all of its scheduled local stops; the trip was uneventful as far as the Yaphank station stop. Going west from Yaphank, the Long Island Rail Road climbs a slight grade known as the 'Yaphank Hill'; on the south side of the tracks is a Suffolk County government complex which in 1974 included the county jail's farm.

Our Alco Products L1 began to accelerate hard out of the Yaphank station stop in order to climb the hill. Suddenly the train had an emergency brake application and came to a sudden stop. The jail's farm herd of cows had thought that the grass was greener on the other side of the fence and had crossed onto the Long Island Rail Road right of way to feed. Suddenly several of the cows came into the glow of the accelerating locomotive's headlight. As the locomotive came to a stop several of the cows were deceased and others were mortally injured under the locomotive. The LIRR Police was summoned to the scene and made attempts to euthanize the wounded bovines with their .38 Police Special sidearms. The train was delayed at the location for about two hours that evening as the line was cleared.

Six cars back in the rear observation, none of the Chapter members were injured in the sudden stop; and up to that point it had been a great day out on the line.



## Railroad Historian Ron Ziel Dead at 77



Ronald Paul Ziel, last of Idaho Falls, Idaho, PRRT&HS #752, passed away on December 15, 2016, at age 77.

Ron was born on July 17, 1939 in Manhattan, but he lived on Long Island from age two until retirement sent him West. Ron attended Pratt Institute in Brooklyn, receiving a Bachelor's Degree in Advertising Design (B.F.A.) in 1961. He was a U.S. Army veteran.

Besides his family and close friends, Ron's love and passion were steam engines and railroads. He traveled around the world, photographing passenger and freight trains in 50 countries, on every continent except Antarctica. Ron took over 25,000 historical

railroad photographs during a 35-year career.

Ron was best known as a photographer and writer. He authored or co-authored 15 books, including "Steam in the Sixties," and "The Twilight of World Steam," "Steel Rails to the Sunrise," and four additional books about the Long Island Rail Road.

Ron traveled more than 55,000 miles throughout North America photographing the last steam engines for his first book, *The Twilight of Steam Locomotives*, in 1963. He wrote and published several books on the Long Island Rail Road and steam-powered railroads. His photos and articles appeared in *Railroad* magazine, *Trains*, and other rail publications.

He was a charter member of the Long Island-Sunrise Trail Chapter of the NRHS. He was active in the early days of saving LIRR steamers from scrap, establishing the LIRR 39 Preservation Fund. He purchased LIRR's steam rotary snowplow for preservation; it is now part of the Steamtown National Historic Site collection, in Scranton, Pa. Queens Library in New York holds his collection of images.

Ron was unforgettable. He held definite views, and was vocal in causes he supported.

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## Upcoming Model Train Shows

Grumman Model Railroad Club Train Show:  
Bethpage High School  
10 Cherry Lane, Bethpage, NY 11714  
Saturday, January 14, 2016  
11am – 3:30pm     \$5 Adults, \$1 Children

Westbury Boy Scouts Troop 223 Train Show:  
Westbury United Methodist Church  
265 Asbury Avenue, Westbury, NY 11590  
Saturday, March 4, 2016  
11am – 3:30pm     \$5 Adults, \$1 Children

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**ATTENDING MEETING  
AT CHRIST CHURCH  
BABYLON**



**LONG ISLAND-  
SUNRISE TRAIL  
CHAPTER**



**NATIONAL RAILWAY HISTORICAL SOCIETY**