



SEMAPHORE



April 2017

The next meeting of LIST will be on **Friday, April 21st at 8:00pm** at the Christ Episcopal Church, South Carll Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

Ed Koehler will present “**NYO&W 60**”: March 29, 2017 marks the 60th Anniversary of the shutdown of the New York, Ontario and Western Railway. This presentation commemorates this event with coverage of a trip from Weehawken to Norwich, a video of a milk train operating from Oneida to Sidney. The second section of this show has six images of one of the last trains in the Cadosia – Norwich area while the third section has images of the aftermath of the shutdown.

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

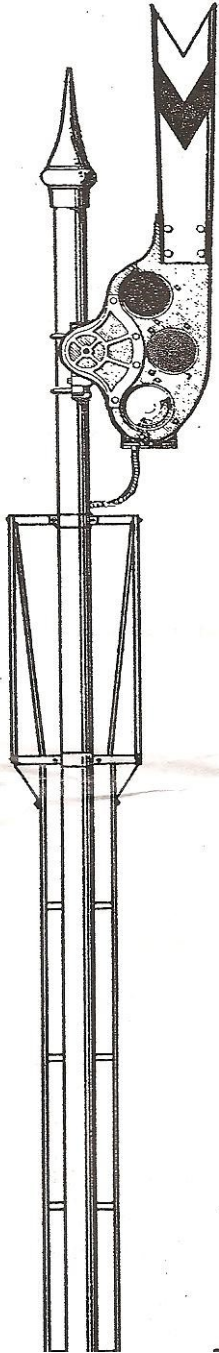
LIST-NRHS.org

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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!



# _____	2017 LIRR Calendar	@\$5 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 th Anniversary 60 page book	@\$5 each Total _____
# _____	LIRR Stations by Dave Morrison	@\$18 each Total _____
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# _____	The Long Island Rail Road, in color Vol. 1	@\$48 each Total _____
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# _____	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

As was noted in a prior edition of the Semaphore, Chapter Board member George Wybenga has passed away. George was in the final stages of having a book of his drawings of cabooses [caboose?] published. George and his wife Betty, used to travel around the country visiting various railroads and train yards in search of cabooses that he would take pictures of. Upon returning home, George would then draw in water colors the caboose that he saw. George's son is publishing the book and it should be available this month. I have seen a proof and the book has 270 pages with each page consisting of a drawing of one caboose. An example of George's excellent work is the drawing of caboose C-66 which is on the rear cover of our Journal which was published for the LIRR's 175th Anniversary.

The N Y Transit Museum has a new exhibition which is the "Destruction of the Third Avenue El. In 1955, a 17 year old Sid Kaplan witnessed the dismantling of NYC's Third Avenue Elevated line and it launched a 60 year photography career. His images capture a chapter of an ever-changing city. The exhibit is on view from March 24 through July 9. The exhibit is located at the Transit Museum Gallery Annex and store located in Grand Central Terminal.

We have several members of LIST working on various tours and trips to be planned for this year. The follow events are in various stages of planning so if you are interested, stay tuned! The following are possible events:

East Side Access Tour

Tour of Penn Station Central Control and the same day a guided tour of the High Line.

Trip to New Jersey and Pennsylvania to ride the Black River & Western RR and the same day a ride on the New Hope & Ivyland RR.

Tour of the LIRR's Hillside Maintenance Facility and Morris Park Shops.

We hope these trips and tours take place and I thank the members of our Chapter who have volunteered to help with them.

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.

We are looking for photos of the LIRR from any era for the 2018 calendar. If you send me them via e mail, please make sure they are crisp and clear. However, we are looking for very old LIRR photos also and they may not be as clear as the photos of today but send them to me anyway. 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 and my telephone # is **631-487-4766**. Please email your articles.



LIRR NEWS by Steve Quigley

THE CIRCUS IS COMING TO TOWN! [FOR THE LAST TIME!]

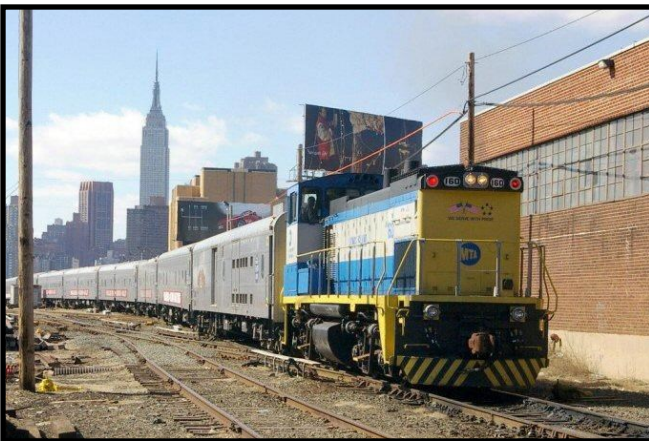
As most of you know, the Ringling Brothers Barnum and Bailey Circus is folding its tents for the last time on May 21 at the Nassau Veterans Memorial Coliseum in Uniondale. The last run of the circus will be from May 12th to May 21st. Included in the last run will be the last time the circus train will be on the Garden - Mitchel Field Secondary in Garden City. This is the "Blue Unit" train which typically consists of 56 cars and is a total of 4,959 feet in length. The April 2017 edition of Trains Magazine contained an article regarding the two units of the Ringling Bros. circus train as well as some of its history.

Typically, when the circus train comes to Uniondale, it is pulled by three LIRR MP-15AC units with an additional protect locomotive following.

Now is the time to take pictures of THE LAST Ringling Bros. Circus train that will come to Long Island. A typical spot for many rail fans is the Clinton Road RR Crossing in Garden City right by the old station which is now a Garden City Fire Department Firehouse.

WE ARE LOOKING FOR SOME PHOTOS OF THE LAST Ringling Bros. circus train for our 2018 calendar as well as our web site. If you wish to share your photos or possibly have one of them printed in our 2018 LIRR calendar, please submit them to me at my e mail address.

You can be sure the people of the LIRR will treat this last visit of the circus train as a special occasion and afford it the honor it deserves.



An LIRR MP-15ac switches the RBBX coach cars in Long Island City Yard.



The Ringling Brothers Circus Train rolls by Forest Hills station enroute to Garden City.



THE LIRR MODELER by Mike Boland

This Month's Feature:

LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 7

Before I continue my series on ONEIDA CLUB while spending some time in Venice, Florida I wanted to briefly mention a new book from Kalmbach that modelers may be interested in. The book is entitled "Waterfront Terminals and Operations" and was written by Bernard Kempanski. In many forms, rail-marine operations remain a vital aspect of modern transportation and this book details these operations, taking a historic look at these interesting activities. Free-lance writer Kempanski has written more than 40 magazine articles and several books on model railroading with many of them about layout planning. He builds many models on commission and has done a nice job writing this informative book of 95 pages. While there are chapters on grain terminals, mineral terminals, container terminals, the Port of Los Angeles, bulk piers and terminals and building ships, there are two chapters that would be of interest to LIRR modelers. There are Chapter 5, entitled Railroad Ferries and Carfloats and Chapter 11, entitled Modeling Wharves and Water. Both can be of immense help as well as Chapter 1, entitled Rail-marine Operations.

Anybody modeling Bay Ridge or Long Island City carfloat operations on the LIRR should take a good look at these chapters. The other chapters of this book are also helpful, too. I hope to model both so I quickly grabbed a copy of this book when I last visited Gulf Coast Model Railroad Shop here in Venice not too long ago. Its price is \$21.99 and is well worth it; it's book 12497. More about this at a future date.

Now, let me get to ONEIDA CLUB. To model this car you will need a Walthers heavyweight paired-window coach and some parts from Don Valentine and his New England Rail Service, supplier of various Pullman car parts. So let me use this month's feature as an overview of how to build this unique car.

Let me break down this car into four parts: roof, sides, interior and underbody. I'll talk more about the car interior soon since I'm not quite sure how the interior of the car appeared. So let me move onto the roof, and I'll work from the roof down to the underbody. The important thing to remember here is that the railroad-style or clerestory roof was NOT pedimented and that the roof was rounded where it met the end sills. One side of the car roof had an almost full-length air-conditioning duct; the other side of the car did not have a duct at all but just fans and Garland vents. For purposes of identification and to keep things easy, I will call the a/c duct side of the car side 1 while the non-duct side is side 2.

That's it for now; I'll proceed with the sides and our model next time. Until then, 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

ARIZONA – WILLIAMS: Rail fans will have plenty of opportunities to ride behind steam this season at the Grand Canyon Railway in Arizona. The tourist railroad plans to operate steam the first Saturday of each month beginning on March 4th, in addition to several holidays and other special events. The first run of the year took place on February 18th as the railroad fired up one of its two steam locomotives for a special President's Day weekend trip on Saturday, February 18th. The railroad will also run trips on April 22nd in celebration of Earth Day, on September 16th in observation of the railroad's 116th anniversary and again on September 30th for an annual race from Grand Canyon to Williams. The Grand Canyon Railway operates two steam locomotives; Grand Canyon 2-8-2 No. 4960 and Grand Canyon 2-8-0 No. 29, Baldwin Locomotive Works built No. 4960 in 1923 for the Chicago, Burlington & Quincy Railroad. Alco built the NO. 29 in 1906 to haul iron ore trains on the Lake Superior & Ishpeming in Michigan.

CHEYENNE – WYOMING: Work on restoring Union Pacific's Big Boy locomotive No 4014 has been progressing at a fast and furious pace. The Union Pacific Steam began stripping the locomotive in early November, completing the disassembly process in January. Once additional parts are fabricated, No. 4014 will be ready for reassembly. "We have the boiler disassembled." Said Ed Dickens, senior manager – Heritage Operations. "You can walk from one end to the other inside the locomotive." To take No. 4014 apart, the team used two 70 ton cranes to pick up the Big Boy's boiler, disconnected everything, and pulled the front engine out. Because the Big Bio has double the drive axles of No. 844. Checking all the drivers was no picnic. "We're nearly finished inspecting the delivers," Dickens said. "Numerous mechanical parts are already rebuilt and standing by for reassembly." As of mid-January, the team had begun fabricating many new boiler components. In addition to the Big Boy's ongoing restoration, the team has nearly completed No. 844's annual inspection. The locomotive's engine and tender were separated, and the boiler was inspected and cleaned following October's trek to Tennessee. "The Trek to Tennessee was outstanding," Dickens said. "We saw thousands of people along the track. There was one location in Arkansas where a school had several classed of kids seated in a parking lot forming the eight, four and four," Speaking of the Trek to Tennessee, Dickens hinted at a few additional opportunities to see No. 844 on the road in 2017. "There are some trips currently being considered, but nothing to announce yet," he said. "I think No. 844 is going to have a good schedule in 2017."

NEW MEXICO – CHAMA: The friends of the Cumbres & Toltec Scenic Railroad are sponsoring a photo freight charter pulled by D&RGW locomotive No. 315. This charter will operate on Saturday June 3rd and Sunday June 4th. Locomotive No. 315 is a Baldwin Works 2-8-0 constructed in 1895. The Charter will originate in Antonito and operate to Cumbres on Saturday June 3rd with numerous phot runbys and lunch. A 6:00 am departure is anticipated. A motor coach will transport passengers back to Antonito that evening with a tentative arrival around 5:00 pm. On Sunday, June 4th a motor coach will take passengers from the C&TS depot in Antonito to Cumbres. The charter will then work its way back east to Antonito again with numerous runbys along the way and a lunch stop at Osier. Fares member \$225 per person per day, public \$275 per person per day. Reservations can be made by calling the Friends Office at 505 880-1311.



Stack Talk...continued by Neil Moran

MISSOURI – ST. LOUIS: Former New York Central Mohawk – class 4-8-2 No. 2933 is the newest display piece at St. Louis' Museum of transportation. Steam preservation experts recently finished a cosmetic restoration of the Also built steam locomotive for display at the Missouri museum. The restoration work included external touchups, replaced cylinders, and valve head covers and a new handrail from the pilot deck to the running board on the engineer's side. The locomotive was moved out of the museum's shop are on Feb. 10th to be part of the new exhibit at the museum. NYC No. 2933 is one of only two Mohawk type 4-8-2s in existence. No. 3001 resides at the National New York Central Railroad Museum in Elkhart, Ind. The locomotives were dubbed Mohawks because of their common routing along the Mohawk River in New York State. The locomotive was built in 1929 and retired 26 years later in 1955.

WISCONSIN – NORTH FREEDOM: Saginaw Timber No.2 owner is looking for a new home. The locomotive is currently at the Mid – Continent Railway Museum at North Freedom, Wisconsin. A long-standing dispute over the restoration of No. 2 between its owner and the museum ended in a binding arbitration that awarded the locomotives owner, Roland Lichter \$200,000 for his out of pocket expenses in restoring Saginaw Timber No. 2 along with interest on these expenses, legal fees and relocation of the 1912 Baldwin 2-8-2 at the museums expense to any destination of Lichter's choosing in the continental United States. This locomotive spent most of its working life with a succession of timber haulers in the rainforests of Washington's Olympic Peninsula.

NORTH CAROLINA – SPENCER: Save the dates April 28-30 where you can see the Texas locomotive unveiled, as her yearlong restoration is made viewable to the public for the first time. This three-day event will be held at the North Carolina Transportation Museum in Spencer North Carolina. It will be the locomotive's only appearance outside of Atlanta. Built in 1856, the Texas locomotive, along the General, took part in the Great Locomotive Chase of the Civil War. This 4-4-0 work horse was built by the Danforth, Cooke & Company of Paterson New Jersey, for the Western and Atlantic Railroad. The locomotive helped rebuild Atlanta following Sherman's march, and it is closely tied to the rebirth of that Southern city. It has survived through 160 years of the city's progress.

FLORIDA – TAVARES: The Tavares based 110-year-old steam powered tourist train its run January 29 after more than five years in operation. Florida Central Railroad which owned the tracks, chose not to renew the lease to the Tavares, Eustis & Gulf Railroad, owner of the Orange Blossom Cannonball. The train had been powered by No.2, a Baldwin Locomotive Works 2-6-0 constructed in 1907 originally for the W.T.Carter Lumber Company. The Cannonball had been used in movies recently featuring George Clooney in "O Brother, Where art thou?" and Christian ale in "3:10 to Yuma". IN all, the train had been featured in 20 movies over the decades earning the nickname "The Movie Train". We are choosing a different model for that line. "We are going stronger into freight and into storage, said Pete Petree, Vice President of Operations at Pinsley Railroad parent of the Florida Central Railroad. The spur tracks that breaks off the Tavares and ends in Sorrento will be used to store freight train cars. The steam train attracted spinoff visitors from the theme parks. For example, visitors from England would often ride the Cannonball because they were "looking for the more real America" said Eric Liscom, Tavares Eustis & Gulf operations manager. He also stated that the steam engine will probably return to Arkansas, where the owner lives, aboard a railroad flatbed car possibly in February.

UNTIL OUR TRACKS CROSS AGAIN

A Few Historic Notes on the NYO&W by Ed Koehler

EDITOR'S NOTE: Ed Koehler will be presenting on the New York Ontario and Western Railroad at this month's Chapter meeting. The following text has been provided as background for this presentation, and is taken directly from his pamphlets on this topic.

Our story begins with Dewitt C. Littlejohn, a former mayor of Oswego, New York who wanted to turn that city into the largest port on the Great Lakes; to do this the town needed a railroad and Dewitt sought to get it one! The New York State portion of the project was incorporated on January 11, 1866 as the New York and Oswego Midland. The road was to run southeast from Oswego through Syracuse, Norwich, Walton, and Summitville to Middletown. Branches were to run from Summitville to Ellenville, Walton to Delhi; and from Norwich to Buffalo. From Middletown, three other railways, the Middletown, Unionville, and Water Gap Railroad from Middletown to the New Jersey State line; the Montclair Railway from the Hudson River to Monks, New Jersey and the New Jersey Midland Railway across the state of New Jersey to the Hudson River opposite New York City were to provide outlets for 'Midland traffic. To fund the line in New York State the promoters turned to the State Legislature to pass a law to allow Towns in New York to borrow money and invest it in the railroad. When the City of Syracuse refused to invest, the survey was changed to have the road run north of Lake Oneida and through Oneida. Construction of the north end of the railroad was undertaken first. The line was opened from Norwich to Oswego on November 25, 1869; service from Norwich to Sydney along with the New Berlin Branch started on August 1, 1870.

During 1871-1872 trackage continued to be placed in service southward from Sydney towards Middletown and north from Middletown to Woodridge (Centerville) with a gap in Delaware County; the branch to Ellenville opened with its related mainline segment. The Bloomingburg Tunnel saw its first train on January 24, 1872 and the last mainline rails were laid on July 9, 1873 near Roscoe. The first through train to New York City ran on July 10, 1873. However, the new lines' finances quickly caught up with it; the line ended in receivership during on September 19, 1873. For the Midland route it was a bitter period, service was discontinued at times or offered by other carriers for periods.

The property was sold at a receivers auction on November 14, 1879 to a group of fresh investors, the property was then reorganized as the New York, Ontario and Western Railway as of January 21, 1880. The original route south of Middletown was lost in the bankruptcy so a new outlet to the Hudson River was needed. Temporarily freight and passengers were turned over to the Erie Railroad in Middletown, but the 'NYO&W' as it was now known, quickly seized upon an alliance with the New York, West Shore, and Buffalo Railway and constructed a new line of rails from Middletown to the Hudson River at Cornwall, this trackage was identified as the Middletown Branch and eventually became a part of the Southern Division mainline. South of Cornwall a lease of rights over the New York, West Shore and Buffalo Railway was executed on May 12, 1881; this gave the line trackage rights south to Weehawken, New Jersey where a quick ferry ride across the Hudson River reached midtown New York City. This route would open on June 4, 1883.

The period after the completion of the line to Scranton was the zenith for the New York, Ontario and Western; coal was transported to four large piers; one in Oswego, one in Cornwall, and two in Oswego. Storage facilities for coal in Middletown, Cadosia and Cornwall were also put into service. Business on the road would be good as long as coal was the domestic fuel of choice! During 1904 the New York, New Haven, and Hartford Railroad became the majority shareholder of the NYO&W.

A Few Historic Notes on the NYO&W...cont. by Ed Koehler

On December 28, 1917 the Federal Government took over the railroads as a part of the home front effort to fight World War I. All of the lines were administered by the United States Railroad Administration ("U.S.R.A."), a government agency. The government agency ordered a vast amount of railroad equipment; - steam locomotives, boxcars, hopper cars, and gondolas; but none of this equipment was assigned to the Ontario and Western Railway which suggests the inroads that internal combustion engines were already making on the road's traffic.

On March 1, 1920 the NYO&W was returned to its' management and the line continued to transport coal from Scranton to the ports; but the car loadings were beginning to diminish slowly. The Great Depression took a further bite out of the traffic when many of the colliery companies ended up in bankruptcy and families could no longer afford the summer respite from the city heat.

The NYO&W filed for bankruptcy on May 19, 1937; for the rest of the road's history it would be in receivership. Despite the economic doldrums, the railroad began the operation of a new daytime train round trip train from Weehawken on the Southern Division; named the "*Mountaineer Limited*".

The NYO&W tried to stay alive by a program of self-cannibalization; the heavy steel of the steam locomotives were sold for scrap; they were replaced with a small fleet of diesel locomotives. The second track from Cornwall to near Scranton via Middletown and Cadonia was taken up and sold for scrap.

The NYO&W continued scaling down operations, cutting back crews, stations, and maintenance, but it was not enough. There simply was not enough traffic originating in this lines' territory and not enough overhead traffic making the trip over the road. The inevitable happened and the Bankruptcy Court ordered the road to be shut down by April 1, 1957. On the evening of March 29, 1957 the last train movement rolled south from Norwich to Middletown.

Long Island Chapter, PRR T&HS by Ronnie Schnepf

Long Island has long been home to a number of organizations focused on the preservation and historical interpretation of railroad history. Continuing in that tradition, I am pleased to invite you to join the newly chartered **Long Island Chapter of the Pennsylvania Railroad Technical and Historical Society**.

For those who may be unfamiliar, the PRR T&HS dates back to 1968, the year that the PRR merged with the New York Central to form Penn Central. The Society is several thousand members strong, and is actively involved in all conceivable aspects of the PRR's legacy. The Society holds a four-day convention each year, and issues a quarterly publication called "The Keystone", which contains articles addressing technical and historical based subjects, as well as current events.

The Society has several Chapters throughout the country, including many in geographic regions with specific ties to the Pennsylvania Railroad. Considering that our own Long Island Rail Road was a PRR subsidiary company for more than half a century, many of us felt it appropriate to establish a Chapter to fit that niche.

The Chapter will meet four times a year for a diverse range of activities, splitting its meetings between the **Oyster Bay Railroad Museum** and the **Railroad Museum of Long Island**. Meetings are open to all. We will also issue a quarterly newsletter to our members called "The Sunrise Special", which will provide updates on local PRR-related projects such as the two G-5s restorations as well as articles from our local historians.

Our next meeting will be at **5:00pm on Sunday May 7th** at the **Oyster Bay Railroad Museum display yard**. We hope to see you there!

Long Island Sunrise Trail Chapter
National Railway Historical Society
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Preparations for this year's Virginia Museum of Transportation 611 steam excursions continue, with mechanical work on the 611 ongoing at the North Carolina Transportation Museum in Spencer and planning for the trips out of Spencer, Greensboro, Lynchburg, and Roanoke. Tickets are on sale at <http://www.fireup611.org/> and some trips are selling out fast.

