



SEMAPHORE



May 2017

The next meeting of LIST will be on **Friday, May 19th at 8:00pm** at the Christ Episcopal Church, South Carl Avenue and Prospect Street, Babylon, New York.

THIS MONTH:

The Two Foot Gauge Railroads in the State of Maine:

The railway history of the Pine Tree State is somewhat unique because parts of it were served by common carrier railroads with a gauge of only two feet! This presentation visits all six(!) of these lines starting with a brief history of each property and then coverage of what can be seen in the Twenty-First Century; more than eighty years after the last of the 'little trains' made its final run. Much of the surviving equipment is portrayed with no less than six steam locomotives working at the various museums. This PowerPoint® presentation lasts an hour and gives the viewer a good sense of the Maine 'two footers'.

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

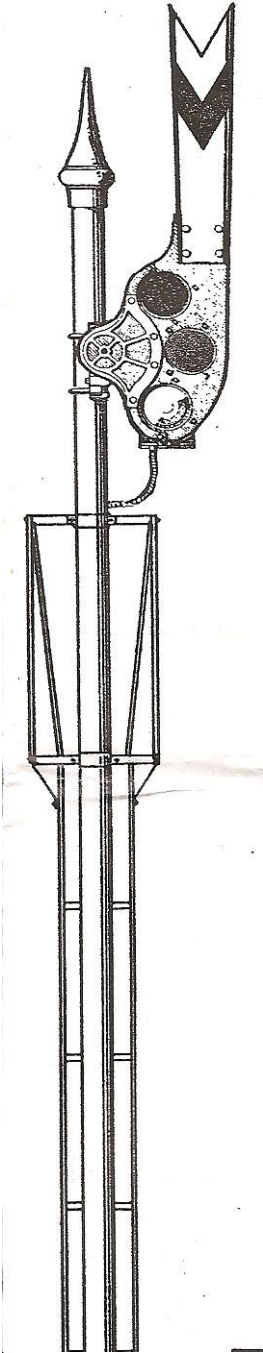
LIST-NRHS.org

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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 _____
# _____ 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

OUR CHAPTER IS SPONSORING A TOUR OF PSCC WHICH IS PENN STATION CENTRAL CONTROL AND THE HIGH LINE. On **Saturday, June 10th**, we have an appointment to view PSCC which will take approximately 2 hours and after that we will be given a docent led tour of the High Line. The PSCC tour will start at **11 AM SHARP** at Penn Station. I will let you know where to meet when I receive your reservation.

The cost of these 2 tours will be \$20 and it will be limited to the first 20 people who mail in the following items.

- 1] A check for \$20 payable to L I S T.
- 2] A color copy of your driver's license. [Required by the MTA for the PSCC tour]
- 3] YOU MUST INCLUDE YOUR NAME, ADDRESS, TELEPHONE NUMBER AND E MAIL ADDRESS ON A PIECE OF PAPER WHEN YOU SEND IN YOUR RESERVATION.

Participants will be required to sign an Indemnification form.

Photography is NOT allowed in the PSCC building!

The guided tour of the High Line will start at approximately 2 PM and we will walk the High Line which is approximately 1.5 miles long. The High Line goes from 11th Avenue and 34th Street to Gansevoort Street. The High Line tour will take approximately 75 minutes and you should wear walking shoes or sneakers.

The tours are limited to 20 Chapter members ONLY and reservations will NOT be taken at the meeting, only by mail. It will be first come, first served so send in your reservation right away! Mail you check and required document to the Chapters PO Box.

THE DEADLINE IS JUNE 1ST, NO EXCEPTIONS!

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 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.

WE ARE WORKING ON THE PHOTOS FOR THE 2018 CALENDAR NOW SO SUBMIT THEM TODAY!

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.



Long Island Rail Road News by Steve Quigley

THE CIRCUS HAS COME 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. This time, there will be 4 MP-15AC's with a protect engine to follow.

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.

See the train schedule on pages 8 and 9 in this edition of the Semaphore. Although by the time you read this, the train will have already arrived at the Nassau Coliseum, you will be able to catch the train when it leaves Uniondale the night of the 23rd.

This is a piece of LIRR and Ringling Bros. history that will be gone soon, so take advantage of it!

A quartet of LIRR MP-15ac locomotives haul the 56 car Ringling Brothers Circus Train east through Forest Hills enroute to the Nassua Coliseum on May 10, 2017.



THE LIRR MODELER by Mike Boland

This Month's Feature:

LIRR #2036 ONEIDA CLUB (EX-PRR WESTDALE) PART 8

Let's get to the sides of this interesting car. Each one requires a little work in regards to the window arrangement. On the a/c duct side (I'll call this side 1) one pair of windows—the closest to the vestibule on the left side of the car has to be removed. It must be replaced by a pair of windows that don't reach the bottom of the window belt.

Remember I'm building the car before it was rebuilt by the LIRR shops and given sealed windows.

Use a pair of these windows supplied by New England Rail Services and this part will do fine. This is the only thing that needs to be done on this side, side 1. Eagle-eyed fans will notice that the single window at each end of the model is a wider width than the prototype's; these are bathroom windows so I'll frost over the glass rather than replace them with the narrower, correct ones...yes, NERS even has these type windows if you're eager to install them but I decided to move on and leave them alone. Good move? I think so.

The other side of the car (side 2), the non-air-conditioned side of the car, needs a little more work at the right side of the car, the one paired-window has to be moved to the right. Sheet steel has to be added to the left and right of paired windows, also by NERS. Notice at the left of the car appears to have a plated over or covered window at the extreme left of the car.

More about this later.

Now it's time to move onto the underbody and this requires some work, too.

I'll continue with working on the underbody 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

CALIFORNIA - NEVADA CITY: The Nevada County Narrow Gauge Railroad Museum is dedicated to the preservation of local transportation history and artifacts from the narrow-gauge era. The museum recently voted to move ahead with a full operational restoration of their NCNG engine No. 5 the "Tahoe". This historic locomotive will be brought back to life under a five-year plan that will see its sister engine Glenbrook's former replacement boiler installed to bring living railroad history back to Nevada County. The Tahoe is a narrow gauge 2-6-0 that was constructed in 1875 by the Baldwin Locomotive Works for the Carson & Tahoe Lumber & Fluming Company. The museum is located at Nevada City, California and sends a hearty thanks to the Nevada State Railroad Museum for helping them acquire this much-needed boiler.

NORTH DAKOTA – MINOT: The Minot Rotary Club held a rededication to thank community partners for the recent refurbishment of Soo Line steam locomotive No. 735 at Roosevelt Park Zoo. Initially, the locomotive was dedicated at the zoo site sixty years earlier on Nov. 5th 1956. First of all the Soo Line steam locomotive No. 735 was built by Schenectady in 1913. In railroad jargon, it is described as 4-6-2 "Pacific Type". The Minot Rotary Club sponsored the project of bringing the locomotive to Minot, with the Soo Line donating and delivering the locomotive. Initially, H.H. Westlie of Minot made an inquiry in 1955 to contact the Soo Line about contributing a steam locomotive to be put on public display in Minor. Soo Line President G.A. MacNamara replied that the railroad would be glad to contribute a locomotive... either a small type passenger locomotive or a larger one such as one used to haul the Mountaineer trains through Minot. The Soo line would donate sufficient rail and ties for the installation of the train inside a fence and would loan enough rail for moving the locomotive. All other expenses would have to be assumed by the community, including the cost of moving the locomotive to the exhibit site, construction of the foundation and fence. All at a cost of \$1,000 to \$1,200. Several years ago, the North Dakota National Guard removed the asbestos from the locomotive. This past year the Minot Rotary Club, with the help of the Minot Park District and community partners, completed a major refurbishment of the locomotive and tender. As a result, if this work, steam locomotive No. 735 and tender are shiny and looking like new again.

WISCONSIN – SPRINGFIELD: Former Chicago & Northwestern steam locomotive No. 1385 is a class R-1 4-6-0 constructed in 1907 by Alco's Schenectady Works in New York. The locomotive was built to haul both freight and passenger trains. The locomotive is currently in the midst of what will be nearly a five year \$2 million restoration. Most of the work is being done by Steve Roudebush at his SPES Machine Shop in the town of Springfield near Ashton. The locomotive owned by the Mid-Continent Railway Museum was a workhorse until 1956 for the C&NW. It was purchased by the museum in 1961 for \$2,600. It worked at the museum and even hauled the Great Circus Train from Baraboo to Milwaukee and return in the 1980's. It was taken out of service in 1998 for what museum officials thought would be \$125,000 in boiler repairs. A closer inspection revealed the engine needed a complete restoration that is now being paid for through donations and grants. When Steve Roudebush and Bruce Grill agreed to help restore the 1385, they figured their portion of the project would take about fourteen months. The initial plan was to repair the chassis and running gear in their machine shop and ship the project somewhere else for it to receive the boiler, cab and firebox. Once assembled it would return to Mid Continent Railway Museum in North Freedom to serve as a major draw tourism attraction. That was nearly four years ago. The bulk of the work has stayed in the SPEC Machine Shop. Grill has retired by the end of the \$2 million project may finally be in sight. If the schedule stays true the locomotive may be belching steam and pulling passenger cars through the wooded rolling terrain of Sauk County by next summer. One of the biggest and most expensive projects for the locomotive is about to begin. Steel will be cut shortly at Continental Fabrication in St. Louis, where the 30 foot long and 68 inch in diameter boiler will be built. Other steel from the company will be shipped to the Tennessee Valley Railroad Museum in Chattanooga, Tennessee.

Stack Talk...continued by Neil Moran

That's where Gary Bensman who founded Diversified Rail Services in 1979 will use a 1920's era fabrication machine to bend steel up to three quarters of an inch thick to create the 30,000-pound firebox that measures 9 feet long, 6 feet wide and 7 feet high. When the firebox used to heat water in the 10,000-pound boiler is completed it will be shipped to St. Louis attached to the boiler and the sole works valued at \$700,000 trucked to SPEC Machine to be placed on the locomotive's chassis. Over the last year, the 10,000-pound front wheel trucks have been installed and the eccentric blades and straps used to drive the pistons and crosshead slides used to guide the pistons have all been refurbished. Bearings have been installed and the cab has been delivered. Projects that will be undertaken in 2017 include refurbishing brakes, installing pistons, rehabbing that 3,000 pound superheater header used to collect and transfer steam and refurbishing the dome that holds sand used to improve traction. Roudebush expects the firebox and boiler to be delivered by June, which means he could be testing the locomotive in his shop this summer. When completed the 1385 will become the only operating C&NW locomotive in the country and one of only eight that have been preserved.

WEST VIRGINIA – CASS: Join the Durbin & Greenbriar Valley Railroad for a series of authentic photo events in Spring 2017 at the Cass Central Railroad. The inaugural photo charter series will feature the first ever private photo charter on the former Chesapeake & Ohio line connecting Cass with Durbin. The plan is to create scenario that transports us back to 1952. The mower Limber Company is still operating and C&O permits Mower crews track time on the still active Greenbriar Subdivision. We will perform switching moves much like many have occurred during this era with equipment matched as closely as possible to the times. To accomplish this cars and locomotives will be staged at various locations to recreate "a day in the life" type of experience. Once the morning excursion wraps up on the C&O Durbin line a run will be made for Cass Hill for a series of photo runbys static displays near Leatherbark at the lower and upper switchbacks and local switching at Whitaker. This interactive Saturday afternoon event will provide opportunities to see different freight consists and switching. Day two takes patrons to Durbin for the first ever scenes of Heisler No. 6 facing south and pulling another train for vintage freight cars. The new photo series is part of a historical series being debuted by the Durbin & Greenbriar Valley Railroad to showcase the restoration efforts of the railroad's personnel and to embrace the preservation of West Virginia's railway history. In addition to two days of steam your Saturday and Sunday lunch is included for a price of \$250.00 per person.

PENNSYLVANIA – MINERSVILLE: The Reading and Northern Railroad in cooperation with Project 113 is running Easter Bunny Special train rides on April 8th. The trips depart the Minersville train depot in 11:00 a.m. 1:00 p.m. and 3:00 p.m. Riders can enjoy a heated train with a special visit from the Easter Bunny. The Easter Bunny will give a small treat to all the children riding on the train. All trips will be powered by 0-8-0 steam locomotive NO. 113. Locomotive No. 113 is one of two surviving Ventral Railroad of New Jersey steam locomotives. It was constructed in June, 1923 at the Schenectady Works of the American Locomotive Company. It was intended solely for yard service and could move almost any cut of cars a yard could hold.

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



**Ringling Brothers Circus Train makes her
last visit to the Nassau Coliseum**

Wednesday, May 10, 2017 7:00 AM – RFE's will report to Morris Park to meet crews for Circus Train and assure that all engines are inspected and certified. RFE's will hold Job briefing with all crews.

Contact to be established and maintained with PSCC.

All LIRR Road Foreman and Transportation Managers supporting this move are equipped with portable radios capable of transmitting on both Amtrak and LIRR Road Frequencies, (If you are not equipped please notify your supervisor a.s.a.p.) subject to PSCC Train Dispatcher Instruction.

Updates to the Movement Bureau will be made as the move progresses.

09:00 AM- Engines will leave from Morris Park and arrive LIC.

10:30 AM- Engines will leave LIC and stage HPA with all necessary personnel on board until Circus train is on the approach to Harold.

11:00 AM- Circus Train arrives Harold by Amtrak via line 1, where the Amtrak engines are cut away.

11:20 AM- LIRR places 4 E-15's from the Eastward PSGR to line 1, couples and begins to charge the train. Amtrak cuts away.

12:01 PM- The train is then pulled from Line 1 to Mainline 2 clear of Signal Bridge 18 to perform the walking brake test.

12:45 PM- Entire consist will then proceed east to the Garden Mitchel Field Secondary with RFE on board.

1:05 PM - Chase Engine with an E.T. employee, RFE, onboard, follows Circus Train to Garden Mitchell Field secondary track, to observe 3rd rail and protection boards for any damage.

2:00 PM - Circus Train arrives at Garden Mitchel Field Secondary track.

2:10 PM - Upon arrival at Clinton Ave, (Garden Mitchel Field Secondary Track) the

Crew will pull 36 coaches clear of Clinton Ave and run the engines around. The coaches are then shoved east of Quentin-Roosevelt. The maximum capacity of 14 coaches may be spotted between Endo Blvd and Selfridge Ave. The maximum capacity of 19 coaches is spotted between Selfridge Ave and the Post Office crossing. The remaining 3 coaches will be spotted between the Post office crossing and Quentin Roosevelt Blvd.

Last Run of the Circus Train on the Long Island Rail Road

Tuesday, May 23, 2017

Move – Garden Mitchel Field Secondary to Harold Interlocking

- 2:01 PM** Crews will have Job Briefing.
- 2:15 PM** Switching for final departure will commence.
- 4:00 PM** Assembled train ready for departure.
- 10:01PM** Complete Circus train is ready for departure, movement begins to Harold Interlocking for delivery to Amtrak.
- 10:10 PM** Chase Engine with an E.T. employee, RFE, onboard, follows Circus Train to Garden Mitchell Field secondary track, to observe 3rd rail and protection boards for any damage.
- 11:30PM** Arrive Harold Tower for Amtrak delivery.

Contact to be established and maintained with PSCC.

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Thanks for the Memories!

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Spring is here!

**Please support your local
railroad museums!**

